



NEW RIVERFRONT PARK: SCHEMATIC DESIGN

prepared for:

metro  parks


 Metropolitan Development and
Housing Agency

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New Riverfront Park



GOALS

The Design Team along with the New Riverfront Plan Steering Committee forged a series of goals to drive the design process. These goals will be used to gauge the project's success.

- More diverse and lively year round
- Easier to find and move around
- Greener
- Healthier, satisfying, community-oriented, great for kids
- Supportive of the local economy
- Smarter in its use of resources
- Resilient
- Value for money
- Delivered on time, on budget, to quality standards
- Manageable, operable and maintainable



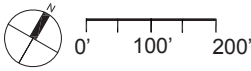
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NEW RIVERFRONT PARK

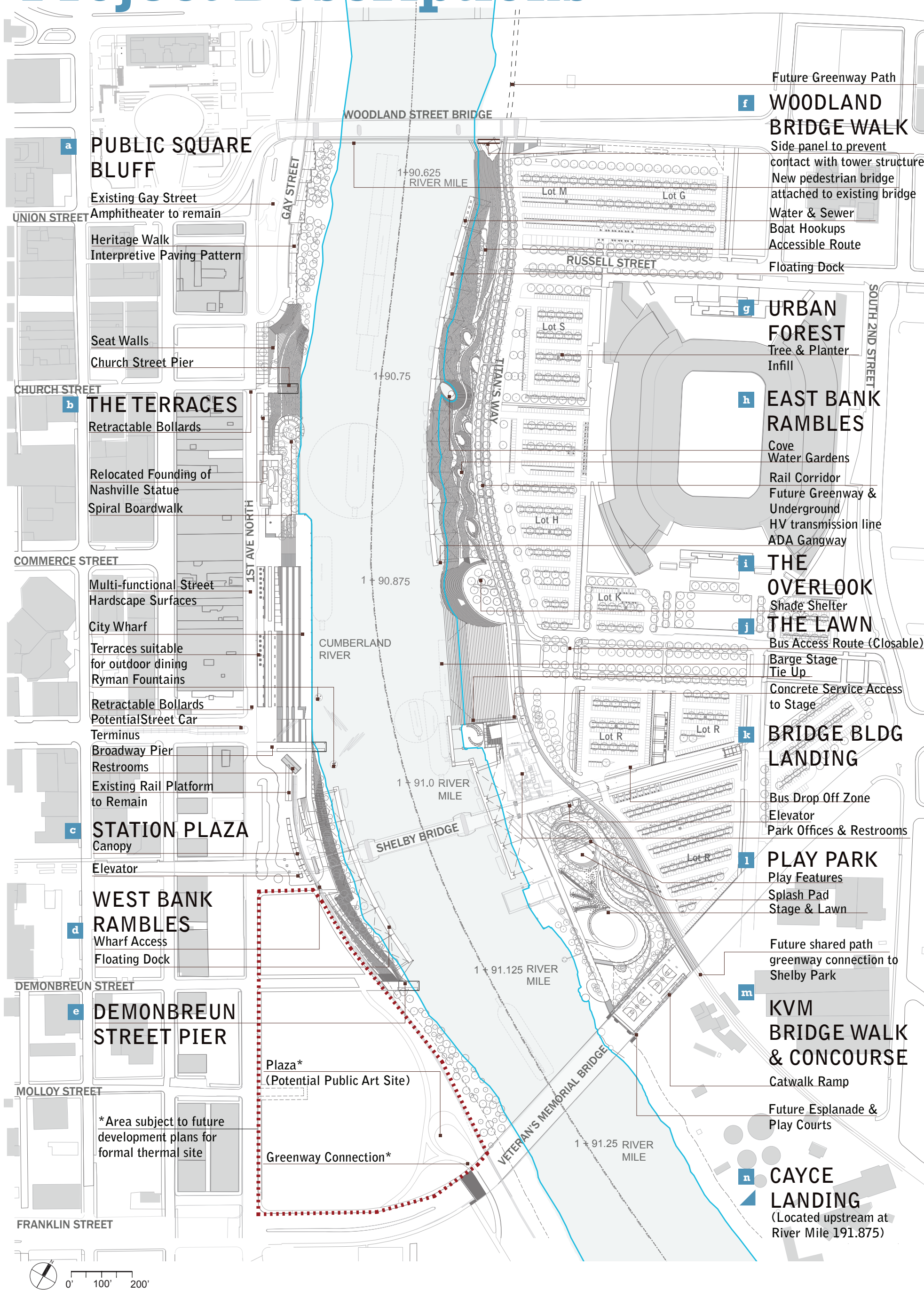
- a **Public Square Bluff**
- b **The Terraces**
- c **Station Plaza**
- d **West Bank Rambles**
- e **Demonbreun Street Pier**
- f **Woodland Bridge Walk**
- g **Urban Forest**
- h **East Bank Rambles**
- i **The Overlook**
- j **The Lawn**
- k **Bridge Building Landing**
- l **Play Park**
- m **KVM Bridge Walk & Concourse**
- n **Cayce Landing**



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Project Descriptions



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Project Descriptions

NASHVILLE RIVERFRONT PARK IMPROVEMENTS

BACKGROUND

Evolving out of an extensive community visioning process, the New Riverfront Park Plan proposes to improve and extend the existing Riverfront Park to both the East and West Banks of the Cumberland River between the Woodland Street Bridge and the Korean Veteran’s War Memorial Bridge in downtown Nashville. Some of these improvements will serve to reinforce and enhance existing areas, such as upgrading facilities at the City Wharf, complete missing links like the East Bank Greenway, or improve connections between Broadway and the riverfront. Other projects introduce new urban parks, active and passive recreation uses and waterfront features, such as piers, overlooks and boardwalks along the river’s edge.

The New Riverfront Park aspires to;
“Transform Nashville’s downtown riverfront into a distinctive, active, lively and sustainable destination that connects people to the river and becomes a vital part of city life”

The New Riverfront Park will become a place that is:

- More Diverse & Lively Year Round
- Easier to Find & Move Around
- Safer & Healthier, Satisfying, Community-oriented
- Supportive of the Local Economy
- Greener Infrastructure
- Smarter Use of Resources
- Greater Resiliency
- Value for Money
- Deliverable on Time, on Budget, with Quality
- Manageable, Operable & Maintainable

The Metropolitan Government of Nashville & Davidson County (METRO) is now shifting from long-term planning to short-term project design and implementation. METRO has identified several public improvement projects that would assist in achieving the project’s goals in the next 10 years. The projects were selected based on their ability to:

- be implemented in steps as funds became available,
- distribute improvements equitably between both sides of the river,
- set the benchmark for quality riverfront project for years to come.

METRO has worked closely with the local community, stakeholders and regulating agencies throughout the visioning and design process. The project area encompasses exclusively public land held by METRO, its agencies, the State of Tennessee, and the United States Army Corps of Engineers (USACE). The proposed locally funded projects do not rely on Federal monies.

The whole project can be subdivided into east and west banks and then further subdivided into individual projects enabling construction to proceed on the next fully funded project when a permit is granted.

PROJECT DESCRIPTIONS

The combined projects extend up-river from the Woodland Street Bridge at River Mile 190.607 to just short of the Korean Veteran’s Memorial Bridge at River Mile 191.125 on both the east and west banks. One additional project is located upriver under the I-24/65 Bridge near River Mile 191.875 The projects are:

West Bank (from north to south)

- a Public Square Bluff
- b The Terraces
- c Station Plaza
- d West Bank Rambles
- e Demonbreun Street Pier

East Bank (from north to south)

- f Woodland Street Pedestrian Bridge Walk
- g Urban Forest
- h East Bank Rambles
- i The Overlook
- j The Lawn
- k Bridge Building Landing
- l Play Park
- m KVM Bridge Walk & Concourse
- n Cayce Landing



Project Descriptions

WEST BANK PROJECT DESCRIPTIONS

The West Bank involves the following sub projects:

a Public Square Bluff

The existing volunteer tree growth on the steep bluff will be retained and extended south by removing the invasive Kudzu and replanting with native vegetation. Removing the Gay Street concrete viaduct will remove a redundant intersection and stitch together a continuous park setting and pedestrian walkway which is currently hazardous for pedestrian crossing. The existing bluff path will be improved to interpret the historic land uses over time and provide a belvedere with glimpses of the river through the trees. Improvements include removal of invasive plant species from existing riverbank. Stabilizing the banks with some 300 LF rip rap, and regrading and planting with native woody species to prevent erosion. These improvements include the Church Street Pier, a 30’ wide x 65’ long pile supported pier deck. It will cantilever five feet out over the existing bank at a height of 46’ above river level.

b The Terraces

Bookended by the proposed Church Street Pier and the Broadway Pier, the Terraces will be the front porch of downtown. They include an interactive river fountain, outdoor dining capability along First Street, smaller more frequent lunch-time and after-work programmed activities, an accessible spiral boardwalk connecting the existing Fort Nashborough replica to the City Wharf, historic interpretation and improved mooring for riverboats and event stages. These improvements ensure the Terraces will continue to receive and host visitors, and provide a more urban park-like setting for residents and downtown workers. The proposed piers will extend the geometry of the street grid out over the riverbanks to provide river views and fishing. The piers will offer additional program space for gatherings, mobile concessions and street performances that will add a dynamic presence to downtown during both day and night.

Like the Public Square Bluff, the Terraces will remove invasive plant species, place rip rap, regrade and plant some 140 linear feet of slopes with native woody species to prevent erosion. The Spiral Ramp will be a 12’ wide pile supported boardwalk and ramp. The Wharf deck will be retrofitted to repair the deck and guardrail, and provide new mooring fenders placed at 40 feet on center. The existing riverfront park’s stairs and ramps will be realigned to improve accessibility. The Ryman Fountains water jets will be mounted on the existing dolphins in the river. The Broadway Street Pier will be similar in dimension to the Church Street Pier. But due to the changing topography of the bank, it will hover at a lower elevation of 31’ above river level. The existing Court of Flags will be replaced with the Fountain Terraces and Broadway Plaza. The bus turnaround will be located further south within Station Plaza.

c Station Plaza

Located between the Terraces and Demonbreun Street Pier, the Station Plaza improves upon existing station facilities. A new canopy provides additional shelter for patrons waiting for the train. A new elevator tower connects the workings of the rail station plaza to the Shelby Street Pedestrian Bridge. Bus parking and idling areas have been moved to the south, to emphasize a potential street car terminus at the end of Broadway. Path connections to the West Bank Rambles link the station area to the floating dock. Improvements to pedestrian passage through the site, along with the proposed elevator will make the walk or ride to the east and west banks safe, convenient and more direct.

d The West Bank Rambles

Located between the Terraces and Demonbreun Street Pier, the West Bank Rambles provide a riparian corridor on the re-shaped and re-vegetated riverbank. It will feature a mid-bank walking trail and an extension of the existing floating dock for recreational boats. The access drive to City Wharf has been moved south of the Shelby Street Pedestrian Bridge to improve performance access and service access while maintaining the functionality of the Music City Star commuter rail. This modified configuration will allow for up to a three-car-train to idle without impeding access to City Wharf. The West Bank Rambles stabilize some 780 linear feet of shoreline by placing riprap, regrading slopes, and planting native woody species to reduce erosion. The existing floating docks along the West Bank will be renovated and widened from the current 10’ width to 20’. Their existing gangways will be replaced with new ADA compliant gangways. The dock itself will be extended an additional 200’ to connect to a new landing at the base of Demonbreun Street. Access between Station Plaza and Demonbreun Street Pier’s Lower Landing will be achieved through a 10’ wide mid-bank accessible route.

e Demonbreun Street Pier

The proposed Demonbreun Street Pier will extend the geometry of the street grid out over the water to provide river views and fishing. The pier will provide additional space for programs, gatherings, mobile concessions and street performances that will add a dynamic presence to downtown during both day and night. In addition, the pier will provide access down to the docks along the West Bank Rambles. It will be similar in dimension to the Church Street and Broadway Piers, this time extending only 34’ above river level but not projecting into the river beyond the existing dock line. The lower landing of the pier, will be connected to the top of the bank through a 24’ wide stair and to a mid-bank accessible route.

EAST BANK PROJECT DESCRIPTIONS

The East Bank involves the following sub projects:

f Woodland Street Bridge Walk

A proposed pedestrian bridge will “clip-on” to the south side of the existing Woodland Street Bridge linking the existing Downtown and East Bank Greenways. This new connection will allow children and adults to safely walk or bike on the 2 mile Loop around the Park without having to cross a road. The bridge will be a “river balcony” offering great views of the riverfront. It will be illuminated at night to complement the already lit Shelby Street Bridge and Korean War Veteran’s Memorial Bridges.





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Project Descriptions

g The Urban Forest

The Urban Forest retrofits the existing Titans Stadium Parking Lots with a combination of grass and porous pavements, plantings, and shade trees. The Urban Forest provides a more park-like setting, will reduce the heat island affect, acts as a primary filter for stormwater runoff, and enhances game day tailgating experiences. Within the Urban Forest are opportunities for small event spaces, festivals and a sculpture park. To the northwest side of the stadium, the Urban Forest parking lot doubles as a venue for temporary events such as x-games, farmers’ markets or small performances. In this area, media hookups remain, allowing for news coverage of stadium and park events.

h The East Bank Rambles

Located between the Woodland Street Bridge Walk and the Lawn, the East Bank Rambles provide a riparian corridor on the re-shaped and re-vegetated riverbank. It will feature a new mid-bank trail providing spectacular views to downtown, a cove carved around a former crane base, rain gardens fed from harvested stormwater from adjacent parking lots, a floating walkway and dock for recreational boats. Should the existing railroad spur line be abandoned in the future it will be converted to a dedicated jogging and bike trail. The east bank slopes will be stabilized through regrading, placement of 1470 LF of rip rap, and native woody vegetation. The existing High Voltage Electrical Tower footings will be protected from further erosion by these measures. The East Bank will include a 20 foot wide pile supported floating dock walkway. It will extend some 1200 linear feet providing additional docking space for transient recreation boats. The docks will be supported by steel pipe hinged piles anchored into the existing rock. The docks are connected and accessed from the shore via ADA accessible routes and gangways. The down river (Woodland Bridge) end of the dock will contain water hock-ups and sewer pump-out utilities for recreational boater use. No fuel service is proposed. The East Bank Rambles ensure pedestrian access by constructing approximately 1100’ of a mid-bank 5’ wide trail and accessible route to each gangway. Additional service access is achieved through 500’ of a 10’ wide path and accessible route to each gangway from the top of bank.

i The Overlook

The Overlook complements the Lawn (feature “j”) by providing shade and an above the bank sweeping panorama of the entire riverfront. Nestled under a grove of trees, the overlook provides a great place to stop for shade and take in the river. A constructed shelter provides additional shade and increases the capability for a weekend mobile concession or shade shelter rental. The overlook stabilizes approximately 120 linear feet of shoreline with rip rap, regrading shoreline, and planting native woody species. In addition a 100,000 gallon underground irrigation tank will be placed underneath the overlook to capture stormwater from adjacent parking lots and streets.

j The Lawn

The Lawn is a grass plateau and slopes towards the river for rest, relaxation, picnics and events. It provides much needed breathing space on the river but also can be used as an informal spectator area for occasional performances on the stage barge. The water’s edge will be stabilized with an armor mat “beach” suitable for launching kayaks. The Lawn stabilizes some 350 linear feet of shoreline using articulated armor mat. 320 feet of the riverbank will be regraded and planted with grass lawn.

k Bridge Building Landing

The historic Bridge Building will be restored as an adaptive re-use to host park-related staff offices, public restrooms and concessions in conjunction with other restaurant, retail, cultural, educational and/or office uses. Terraces, and outdoor seating in the plaza reconnect back to the park. An elevator links the park with the top of Shelby Street Bridge. The area between the Bridge Building Landing and Lot R will be relandscaped to maximize rain garden potential. The access drive between the Bridge Building Plaza and Lot R will be simplified allowing for valet parking, bus drop off, and more flexible park space above the The Lawn. A new mooring opportunity for the occasional docking of commercial riverboats will be added in front of the former gantry crane that is home to home to the “Ghost Ballet” sculpture. A new pontoon, mooring rings, ADA gangway and 275 linear foot ADA ramp facilitate access and docking for commercial riverboats, and stage barges with spuds. Direct service access to the stage barge is provided through a separate concrete ramp. The existing floating docks will be widened, repaired and extended down river an additional 30 feet.

l Play Park

The Play Park will be a family-oriented multi-use play park easily accessible across the river from downtown. It is envisioned as a high use activity site that incorporates creative and interactive landscapes to engage children and adults in free and creative play. The park will be layered into an integrated series of family-oriented play zones containing a wide range of both active and passive recreational features such as spray-grounds and water jets, wading pools, interactive play equipment, swinging bridges, climbing walls, picnic areas, a canopy stage with a lawn amphitheater, a river walk, refurbished gantry with an overlook, and landscaped discovery trails woven throughout the site. Pedestrian access around the play park connects to the greenways to the north and south via the esplanade at the top of bank and a bikeway at the parking lot edge. Internal pedestrian access links the active and passive spaces with the park.

m KVM Bridge Walk & Concourse

The area just south of the Play Park underneath the Korean War Veterans’ Memorial Bridge provides additional park program space. Play courts with bleacher seating activate the area underneath the bridge. Basketball, tennis and other hard surface sports can take place here. Other flexible programs can be placed within the space, such as temporary skateboard park, bmx bike park, or a temporary ice skating rink. The pedestrian catwalk will ramp up under the bridge and connect to the existing deck’s sidewalk to allow the public to safely walk or bike on the 2 mile loop around the park without having to cross a road and will connect to future extensions of the east and west bank greenways system.

n Cayce Landing

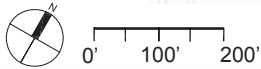
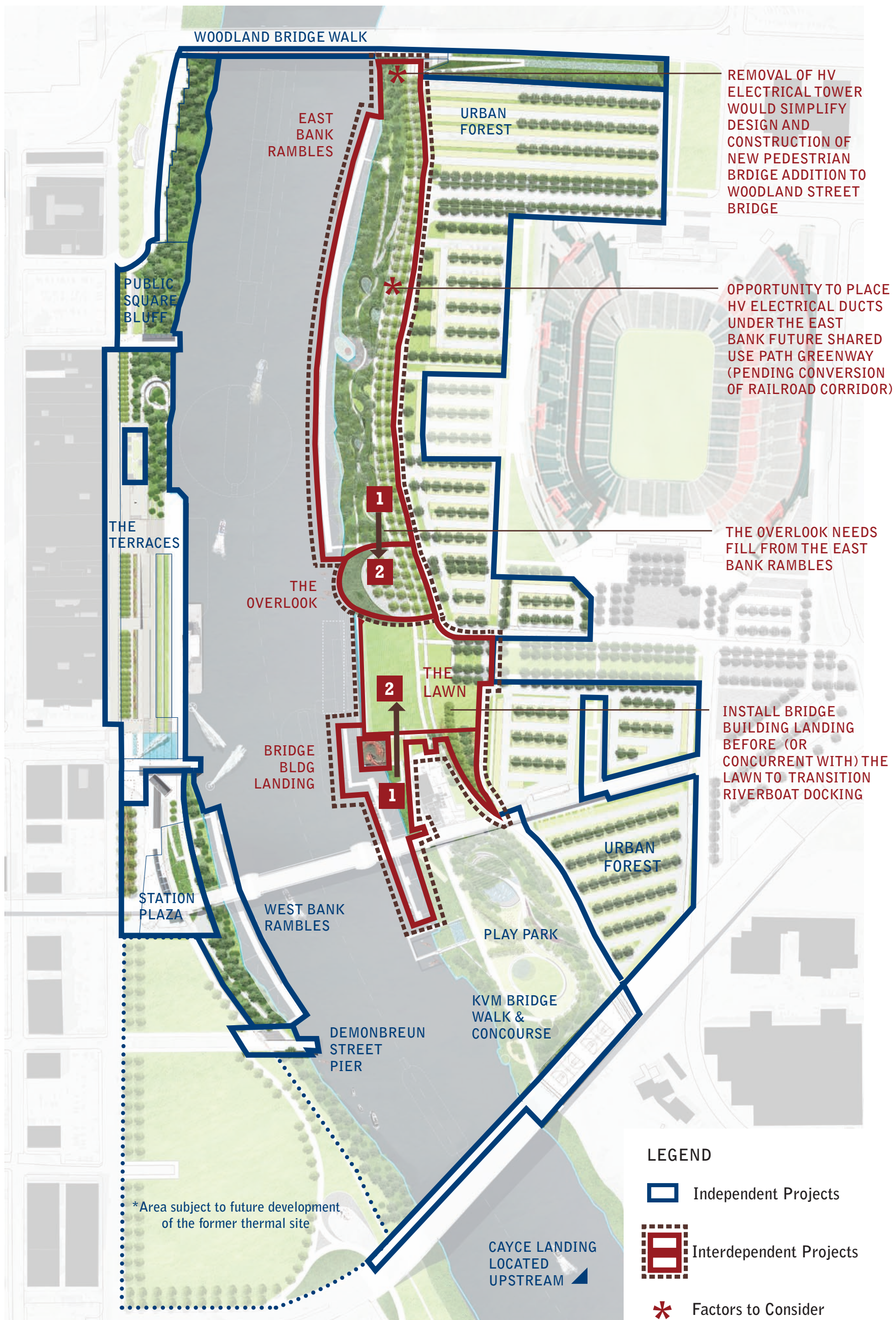
The Cayce neighborhood on the east side of the river currently has limited access to the water’s edge due to existing development patterns. The plan proposes the Cayce Landing as a way to reconnect the neighborhood to the riverfront. Cayce Landing will be located under the I-24 overpass. The project is programmed for a river ramp, a kayak launch, night lighting, a parking plaza, picnic facilities and a greenway connection to Shelby Park and downtown. Cayce Landing stabilizes 250 linear feet of shoreline through regrading and planting native woody plant species.



Project Boundaries



Phasing

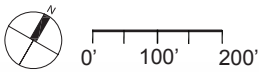


Proposed Site Grading



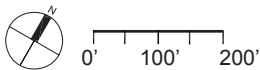
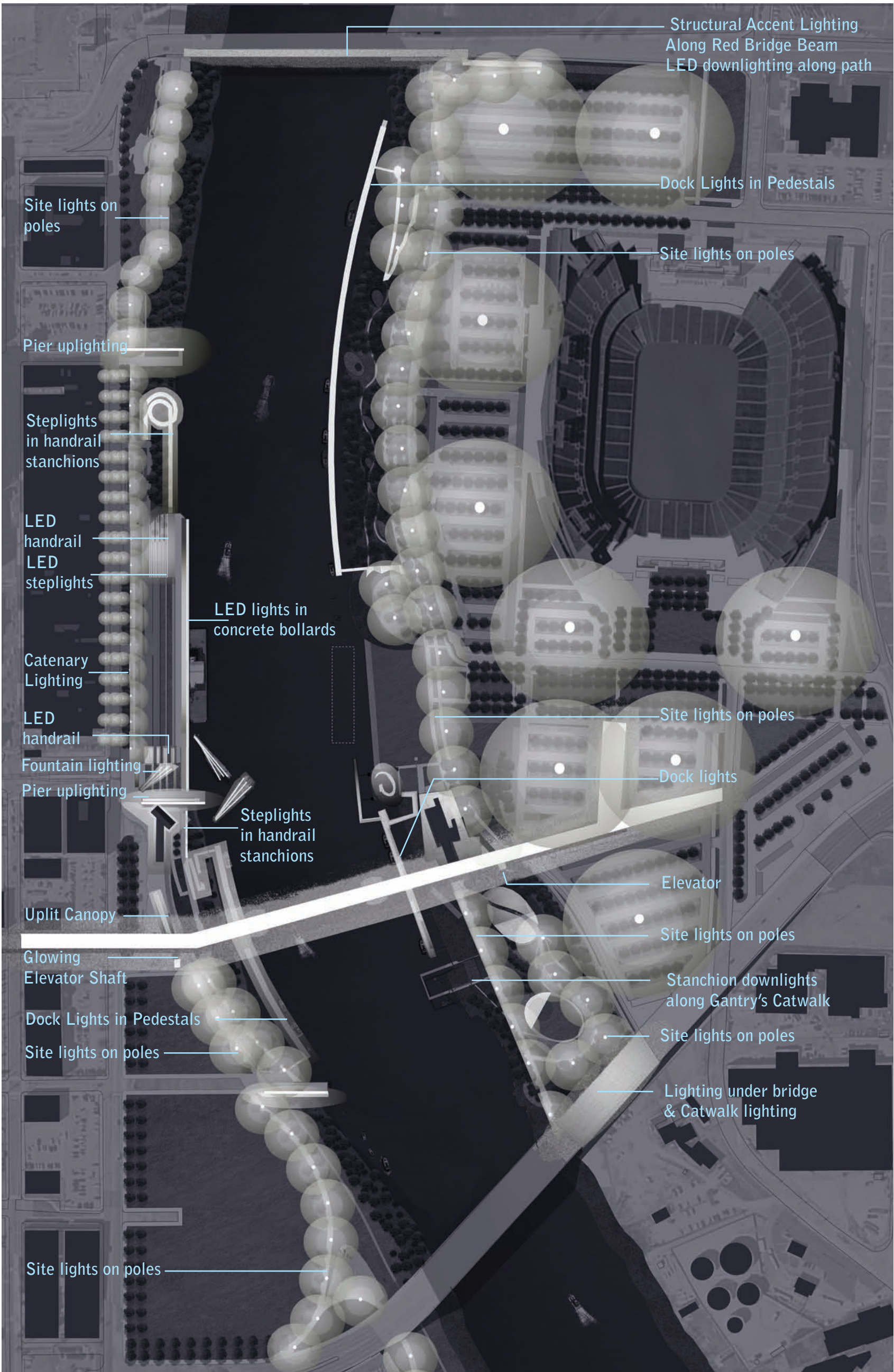
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- C Cut
- F Fill
- Grading



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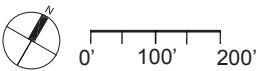
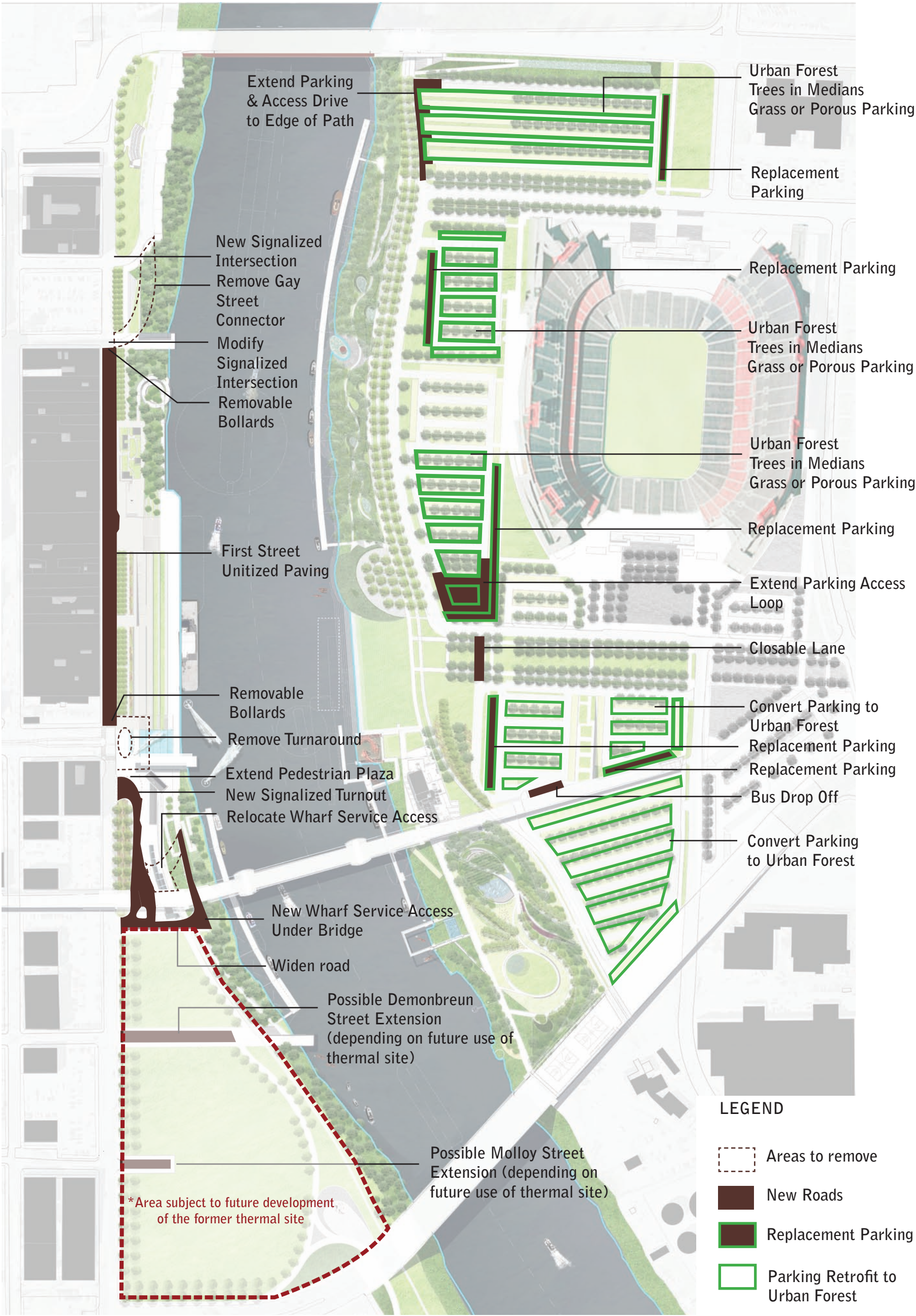
Proposed Site Lighting



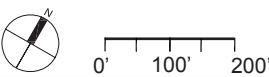
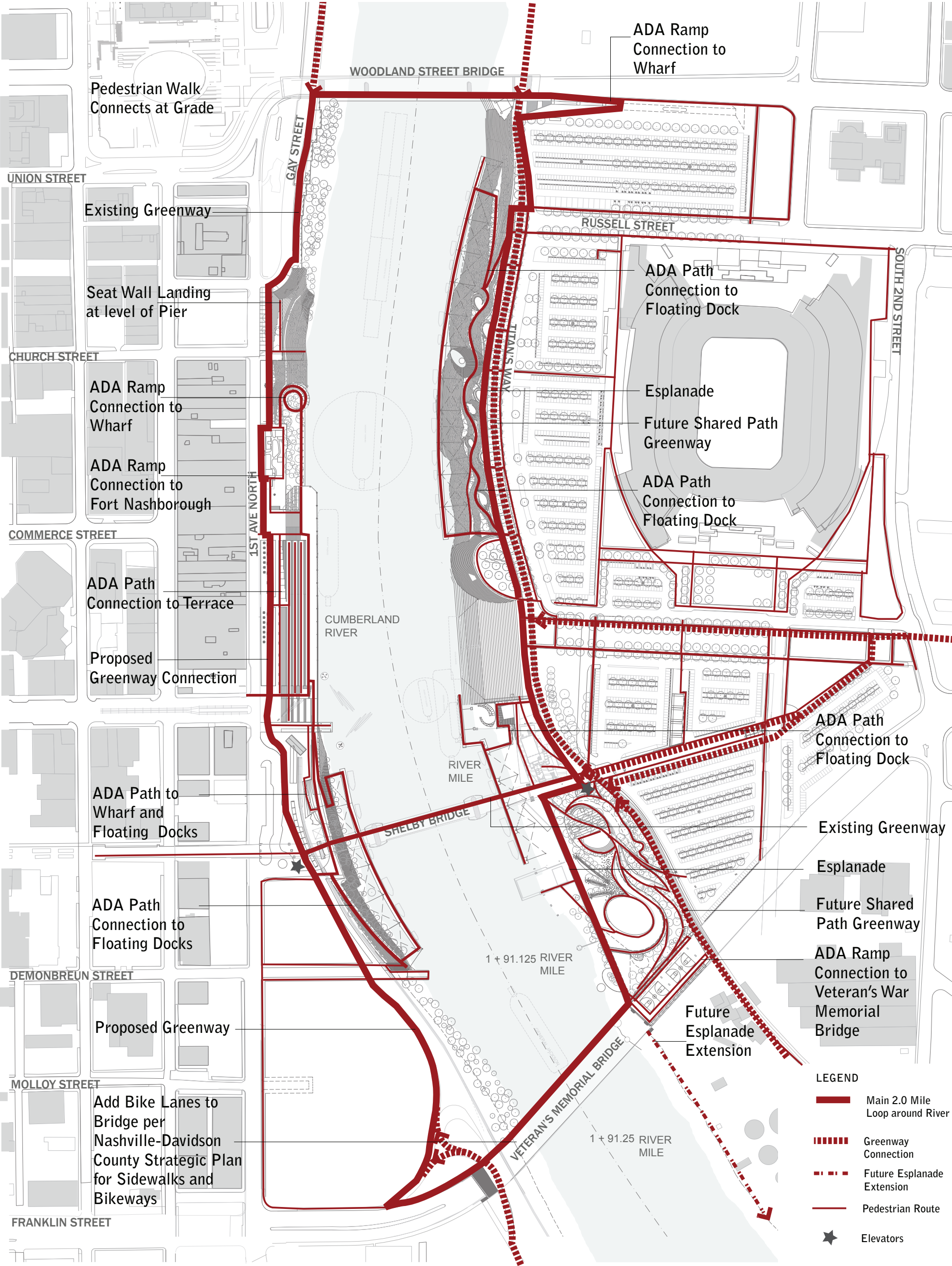
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Site Roads/ Parking



Pedestrian/ Bikeway Circulation

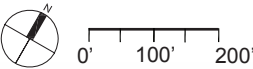
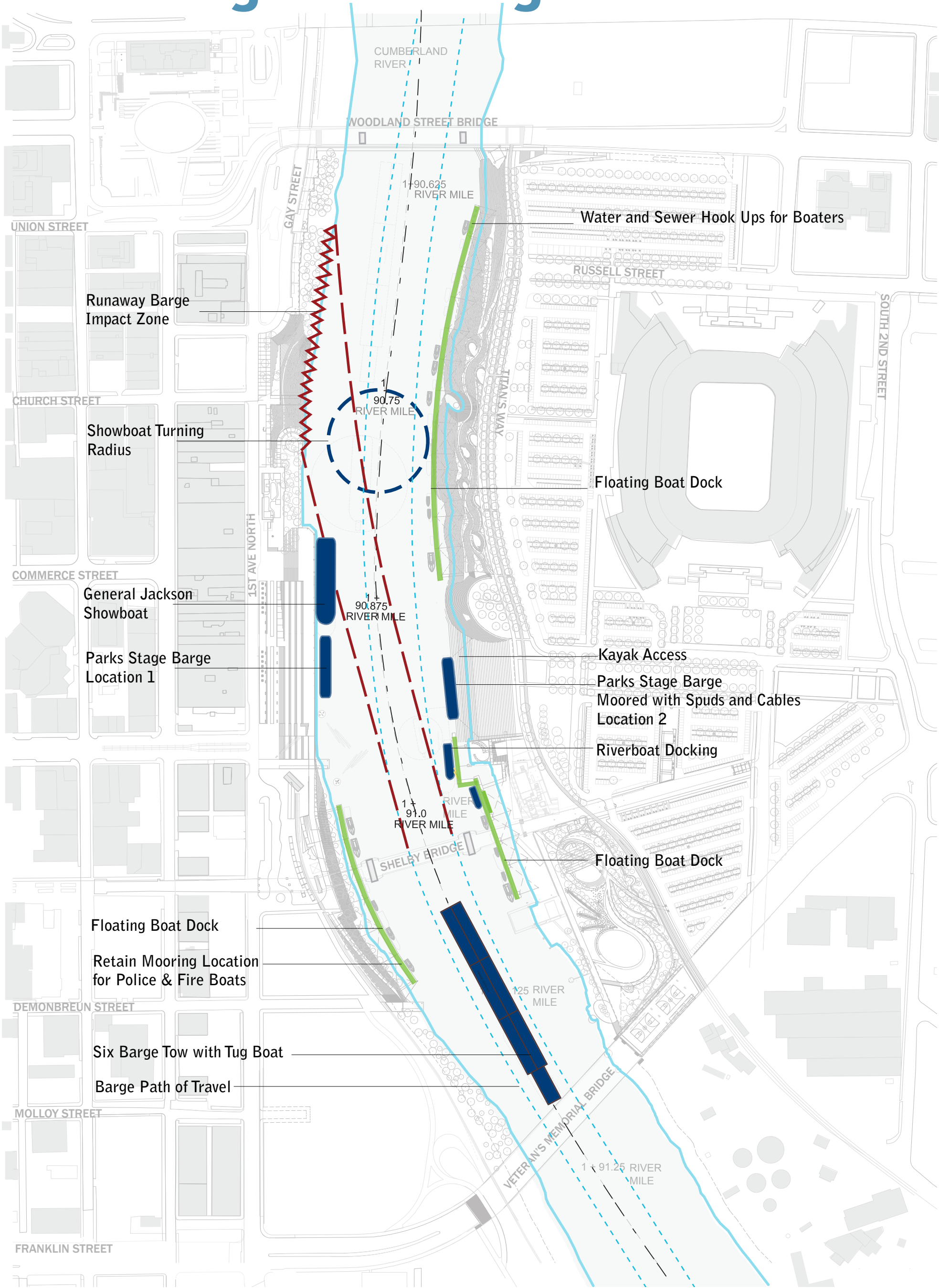


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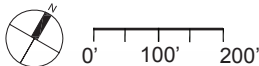
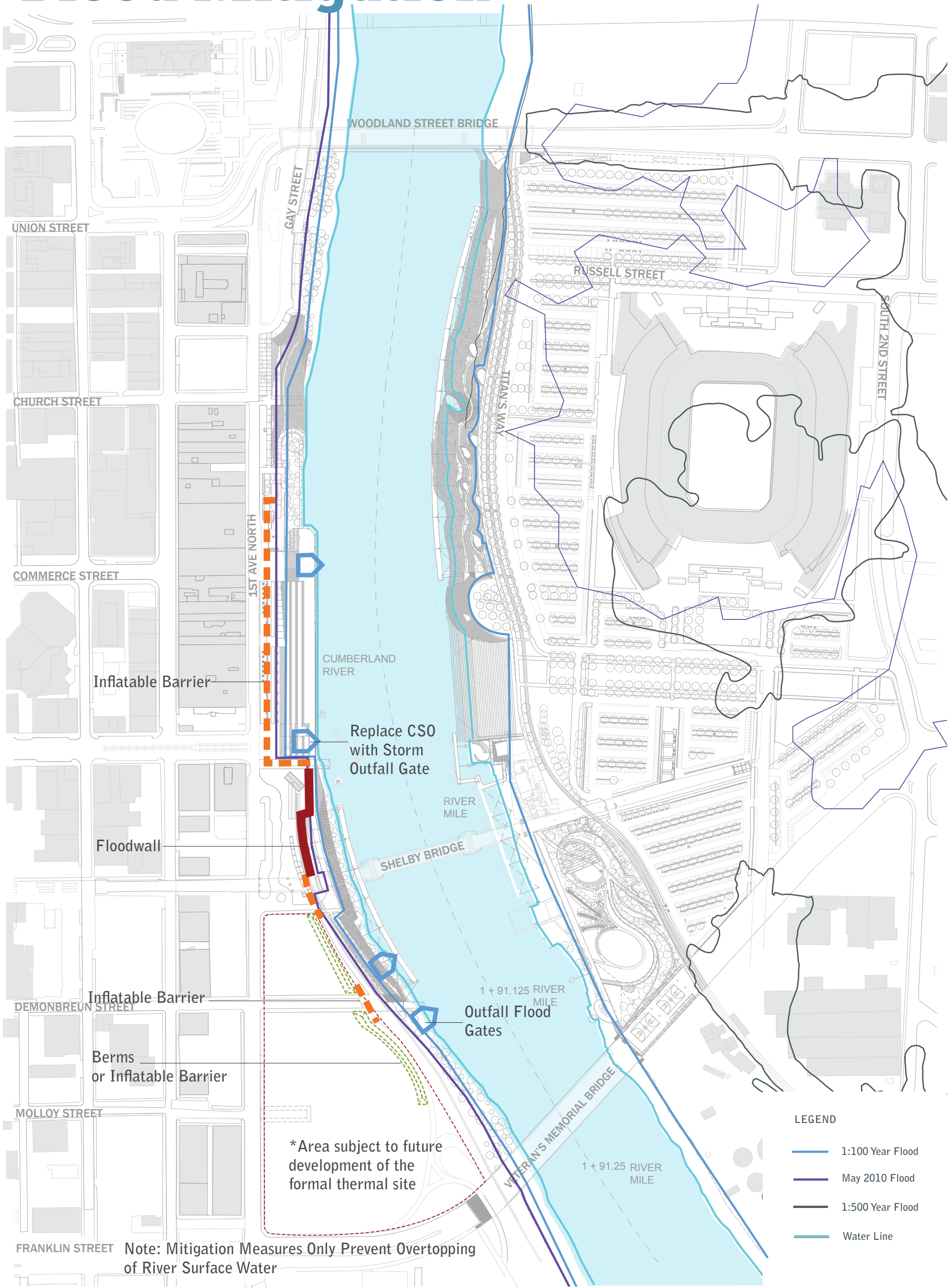
Mooring/ Docking



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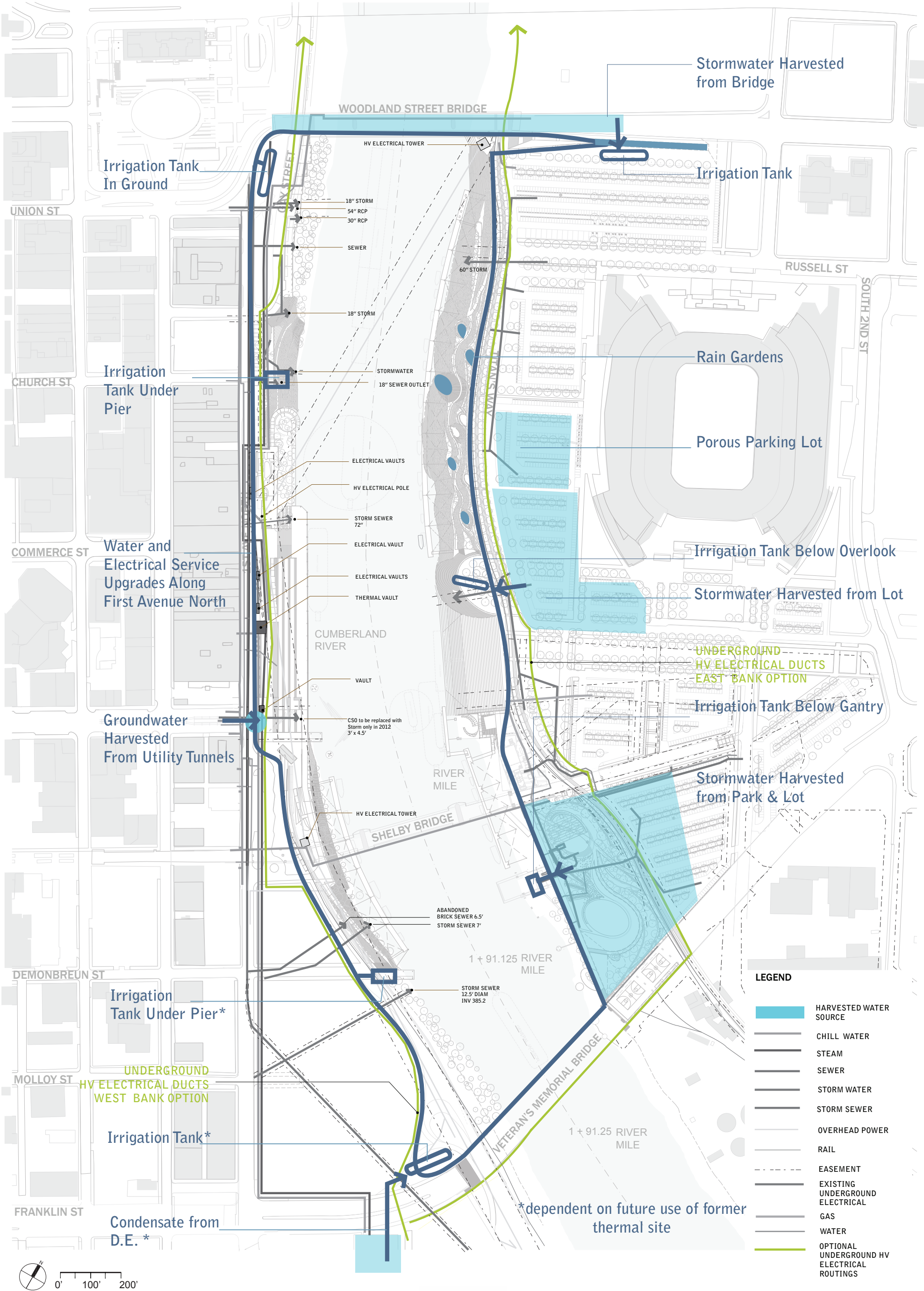
Flood Mitigation



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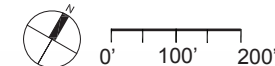
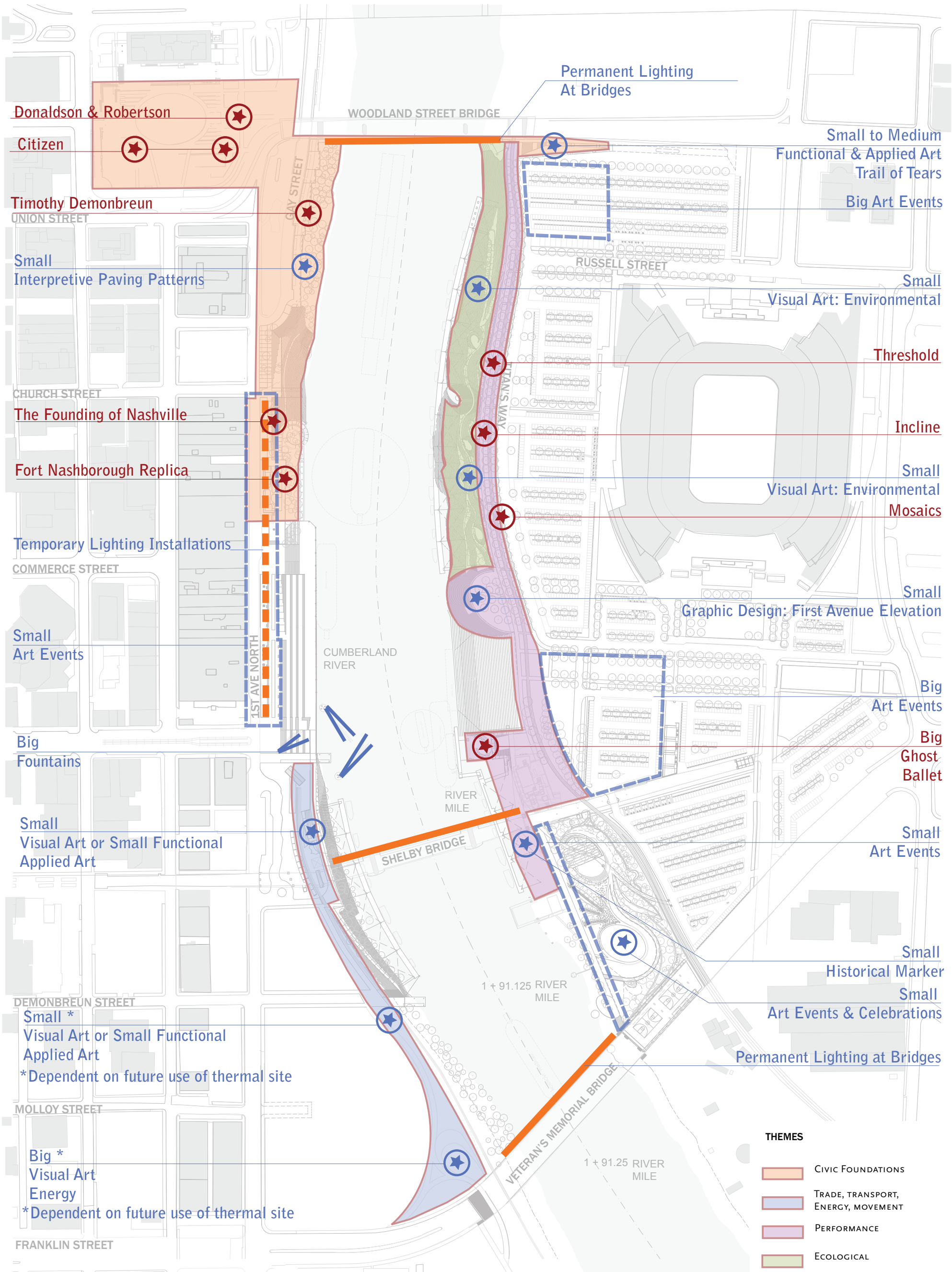
Infrastructure



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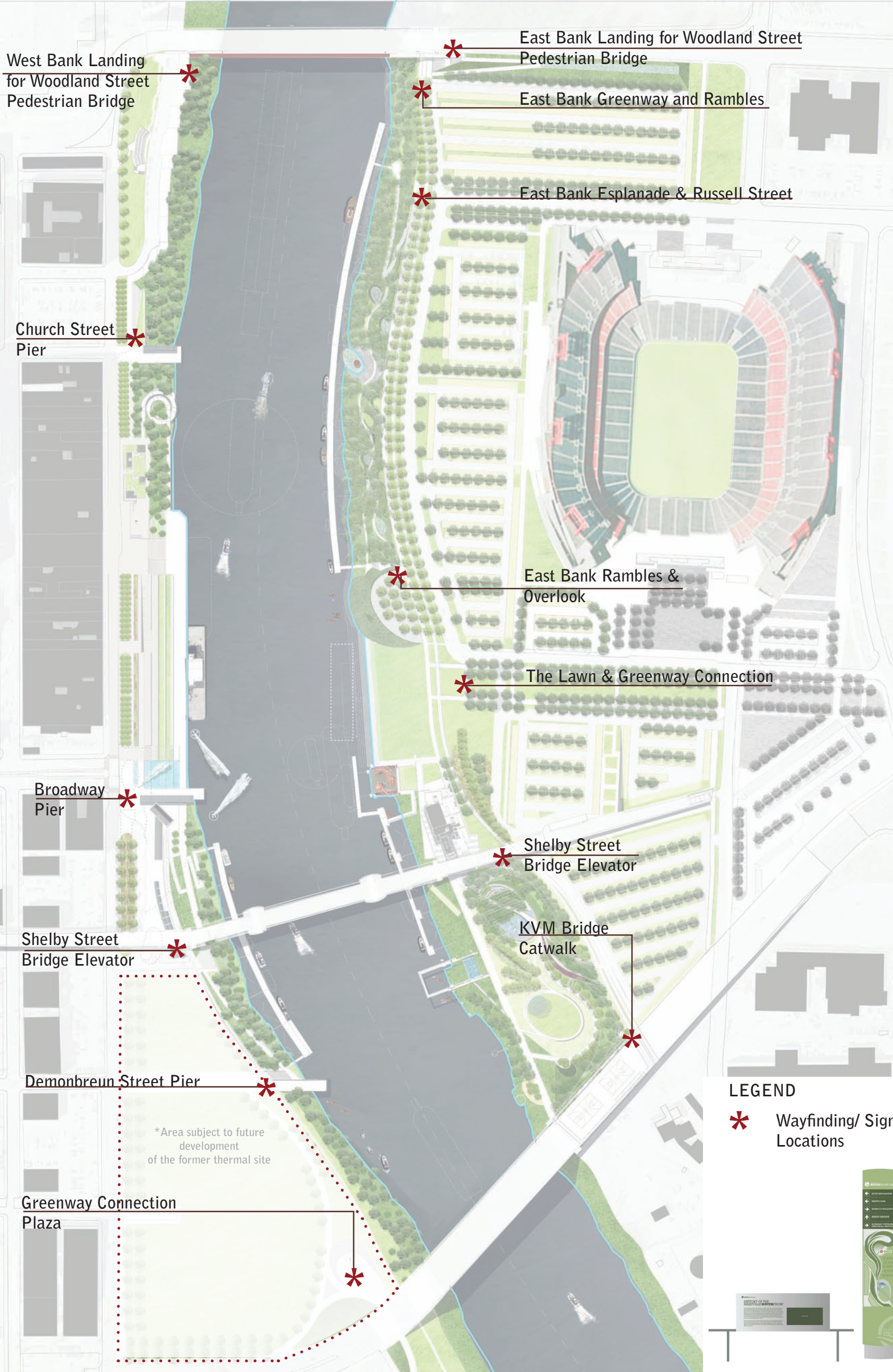


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Wayfinding/ Signage Locations

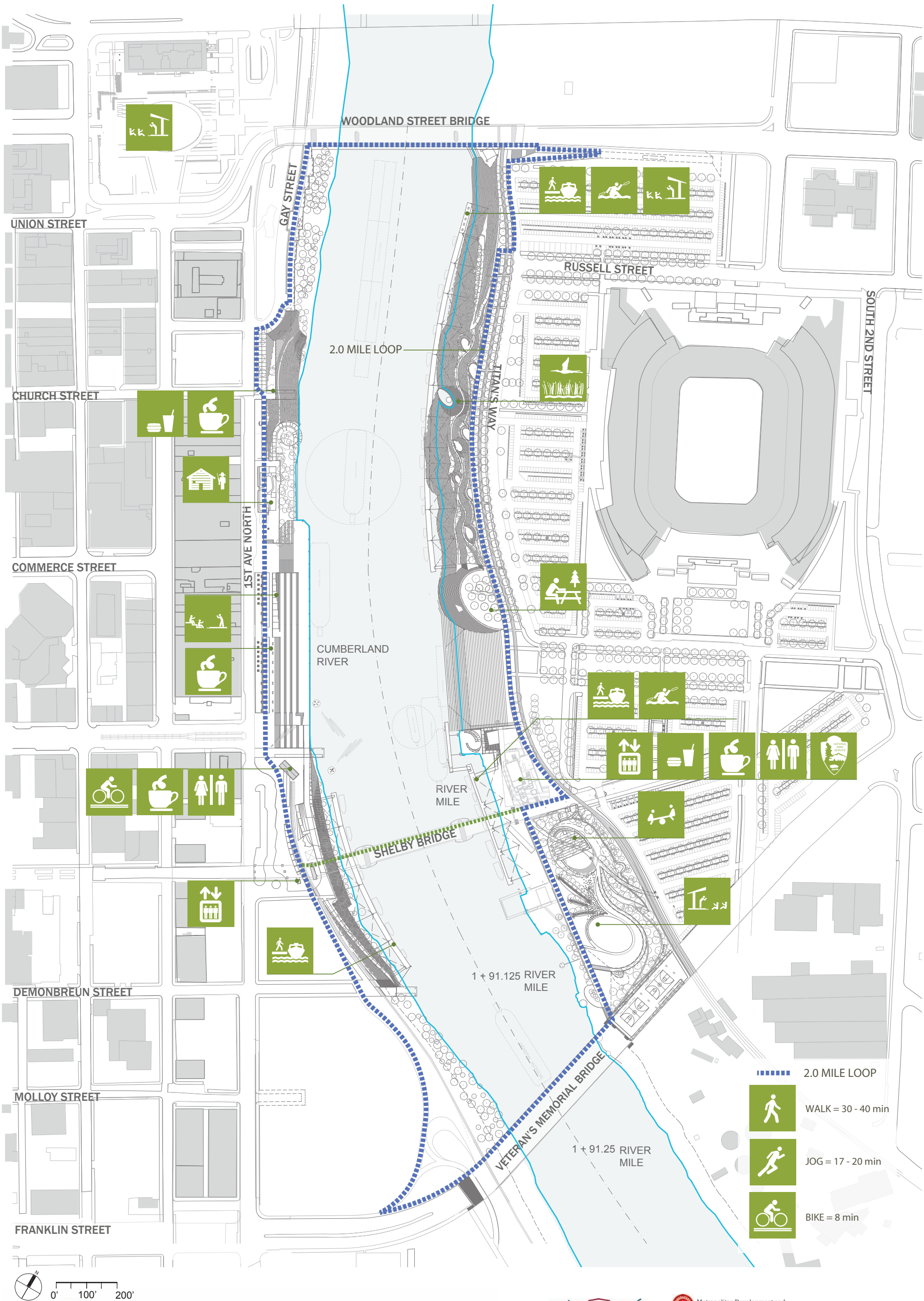


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Wayfinding/ Signage Locations



Activities

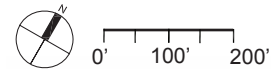
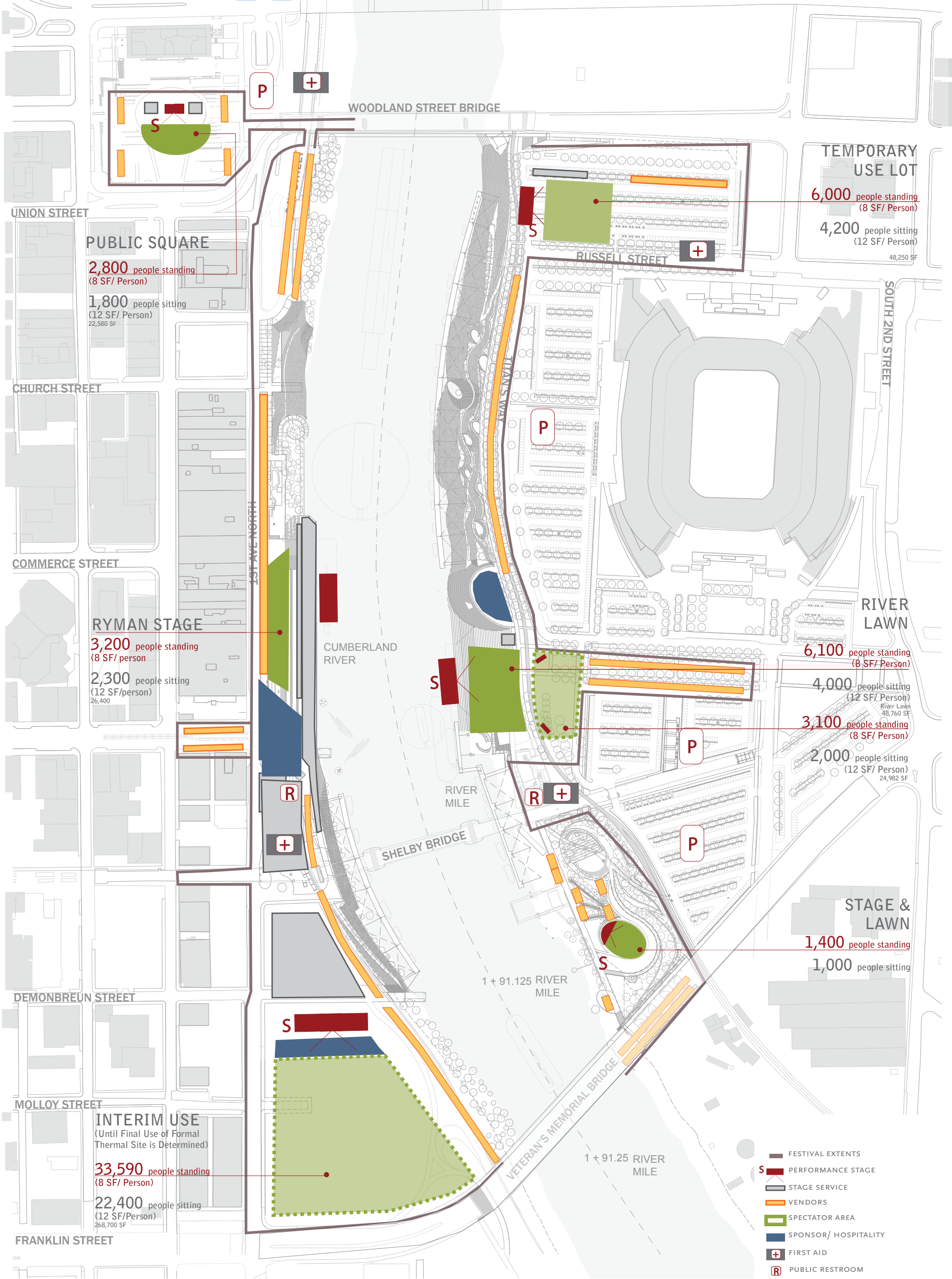


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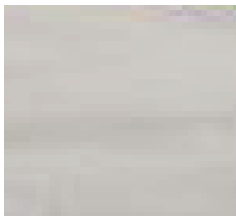
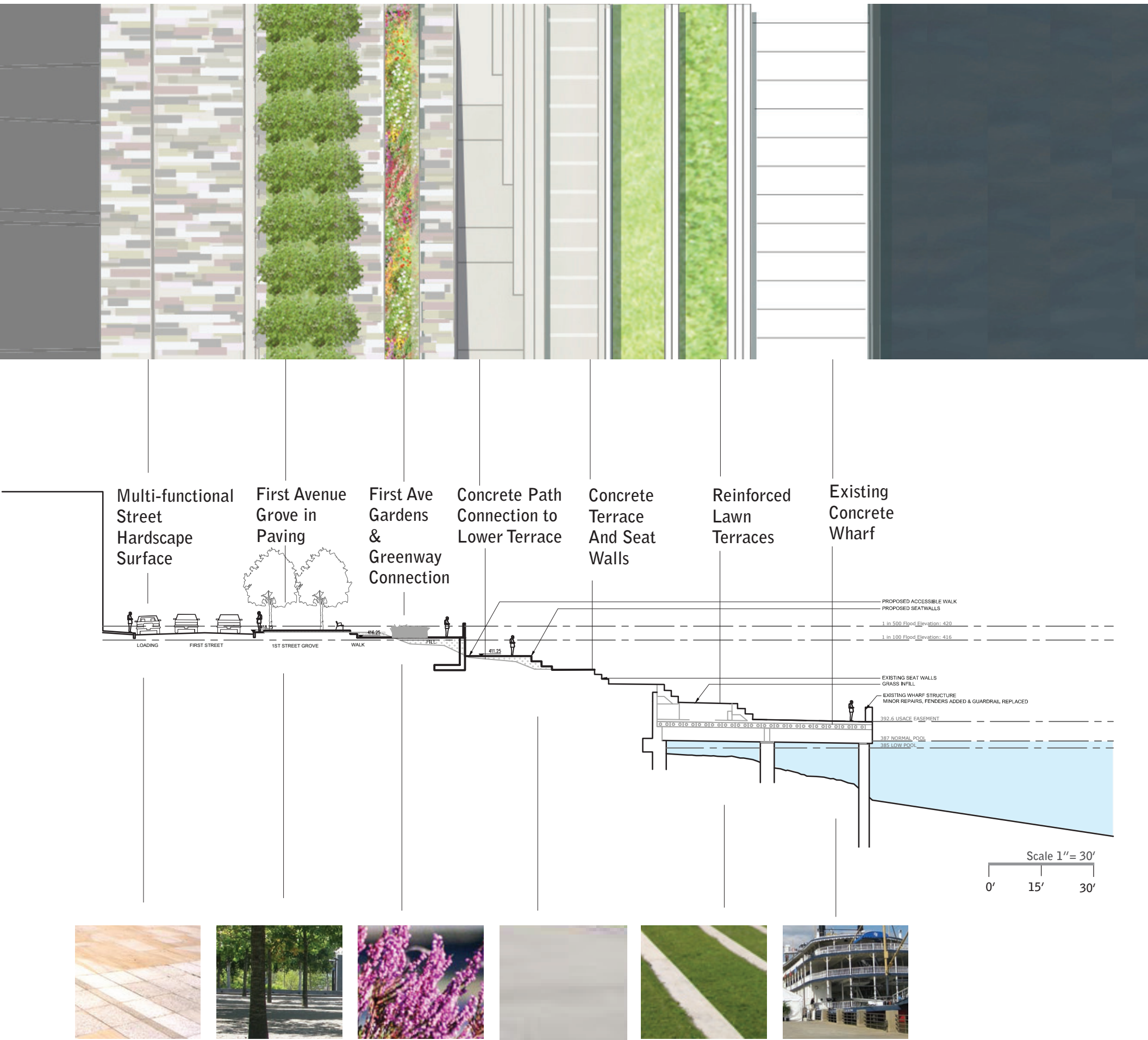
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Event Opportunities

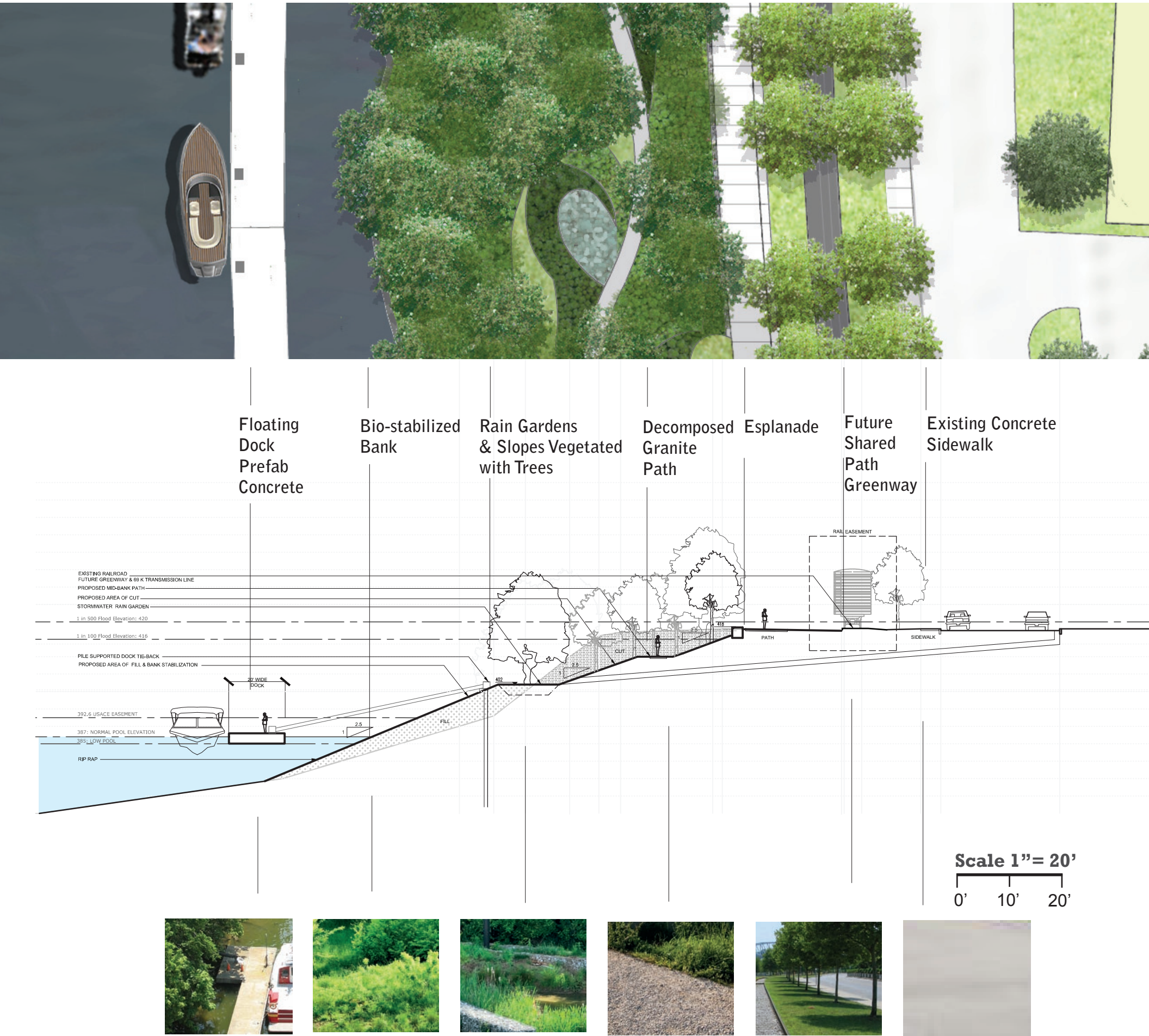


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First Avenue Terraces: Paving and Planting



East Bank Rambles: Paving & Planting



Project a



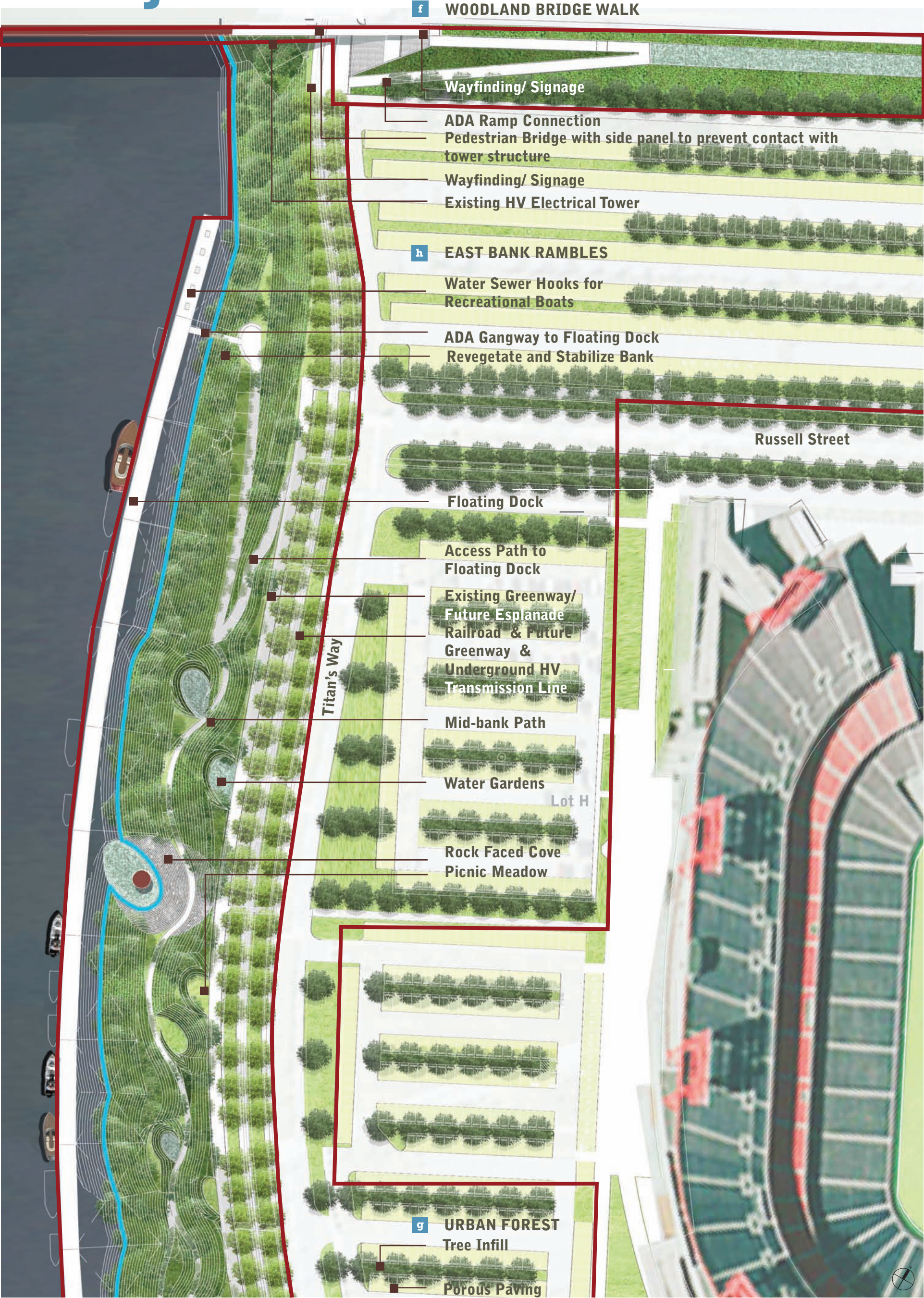
Project b



Projects c-e

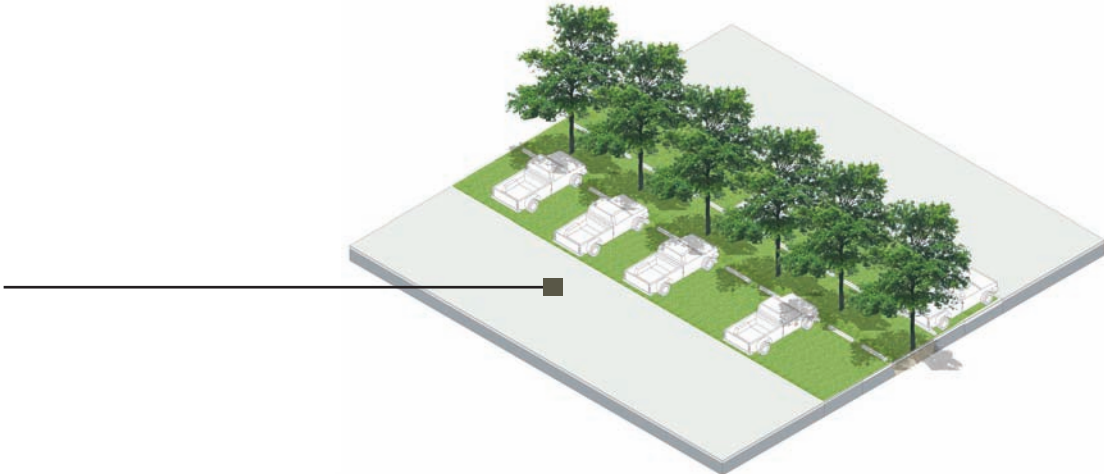


Projects f-h

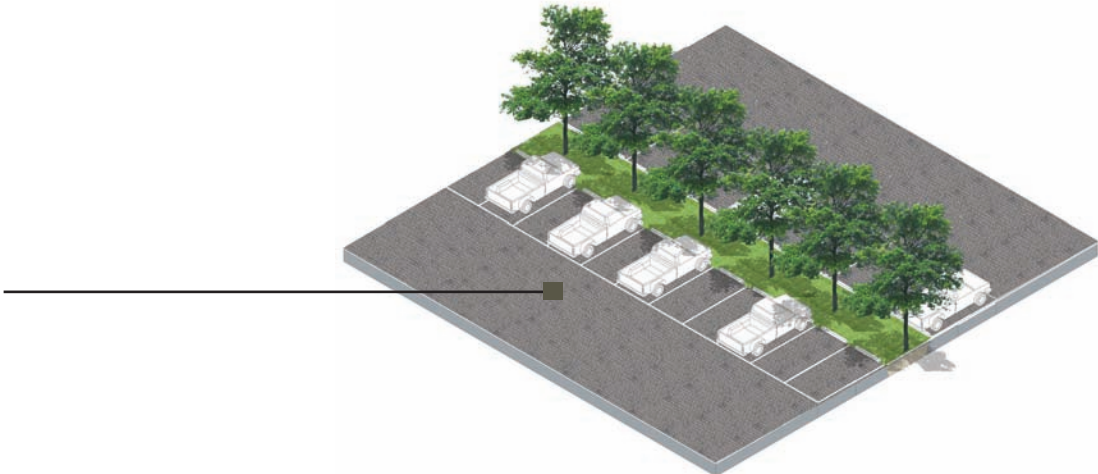


Urban Forest Options

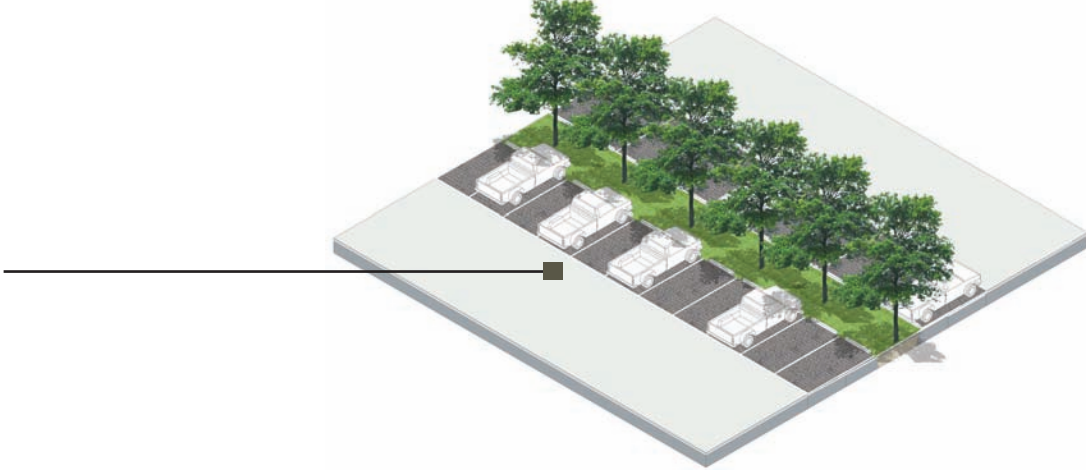
URBAN FOREST OPTION A
Asphalt Drive Lane
Grass Paving Parking Lanes
Grass Median
Tree Infill



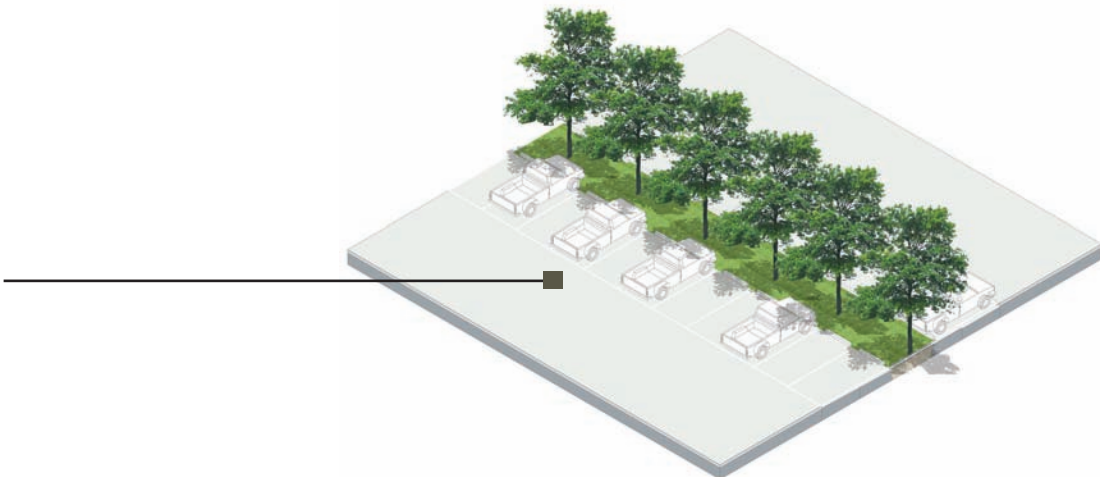
URBAN FOREST OPTION B
Permeable Paving Drive Lane
Permeable Paving Parking Lanes
Grass Median
Tree Infill



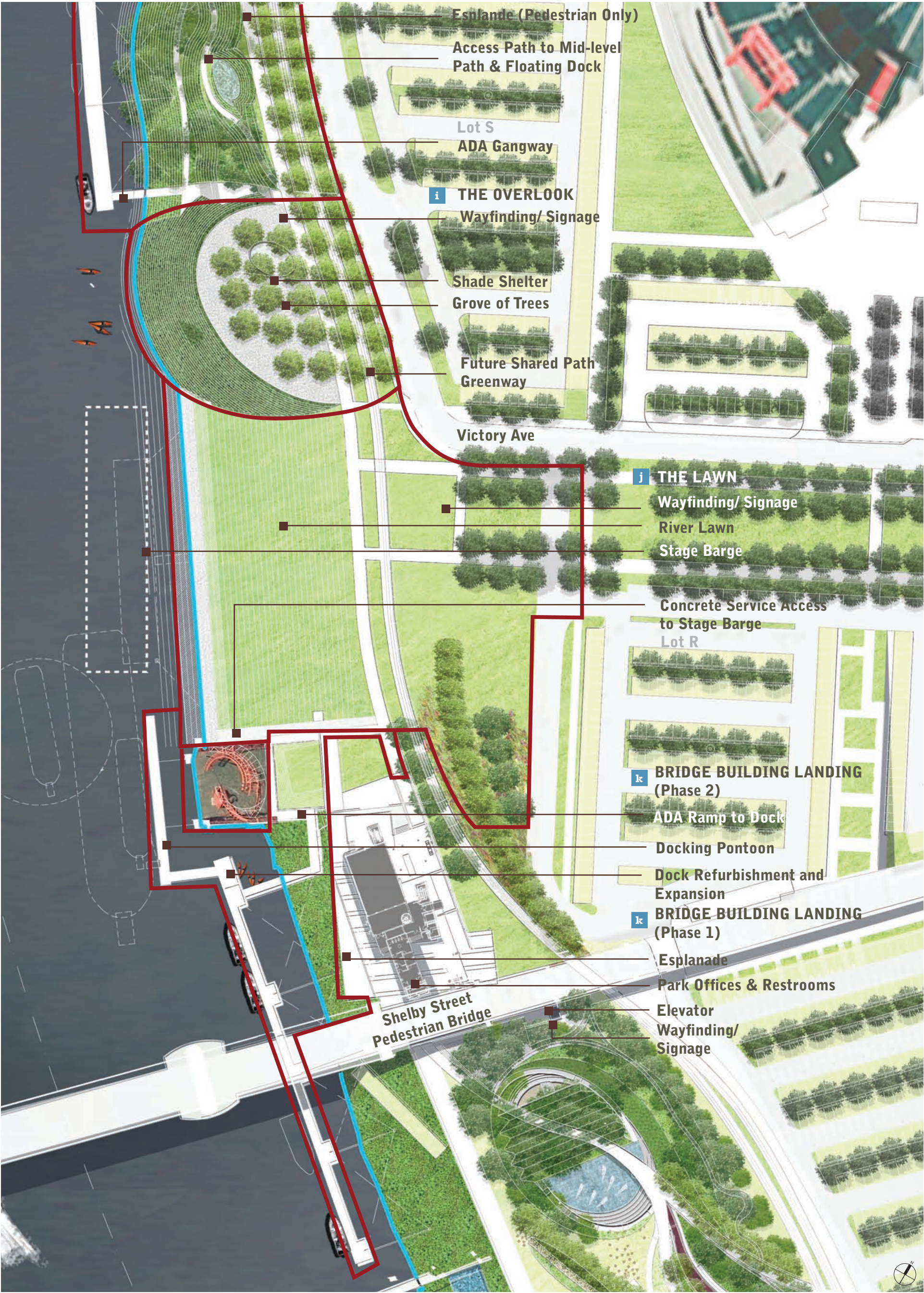
URBAN FOREST OPTION C
Asphalt Drive Lane
Permeable Paving Parking Spaces
Grass Median
Tree Infill



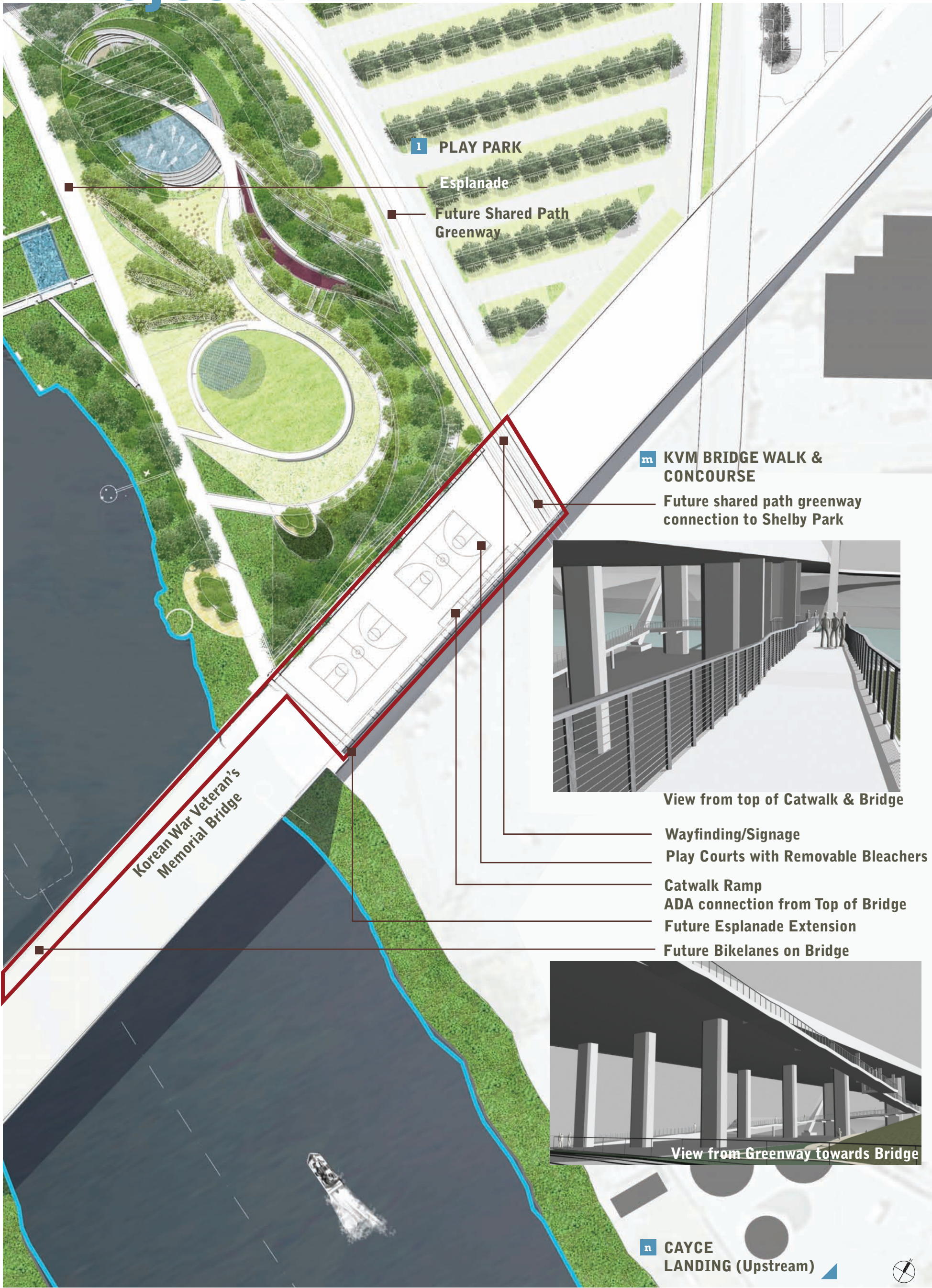
URBAN FOREST INFILL TO EXISTING
Tree Infill



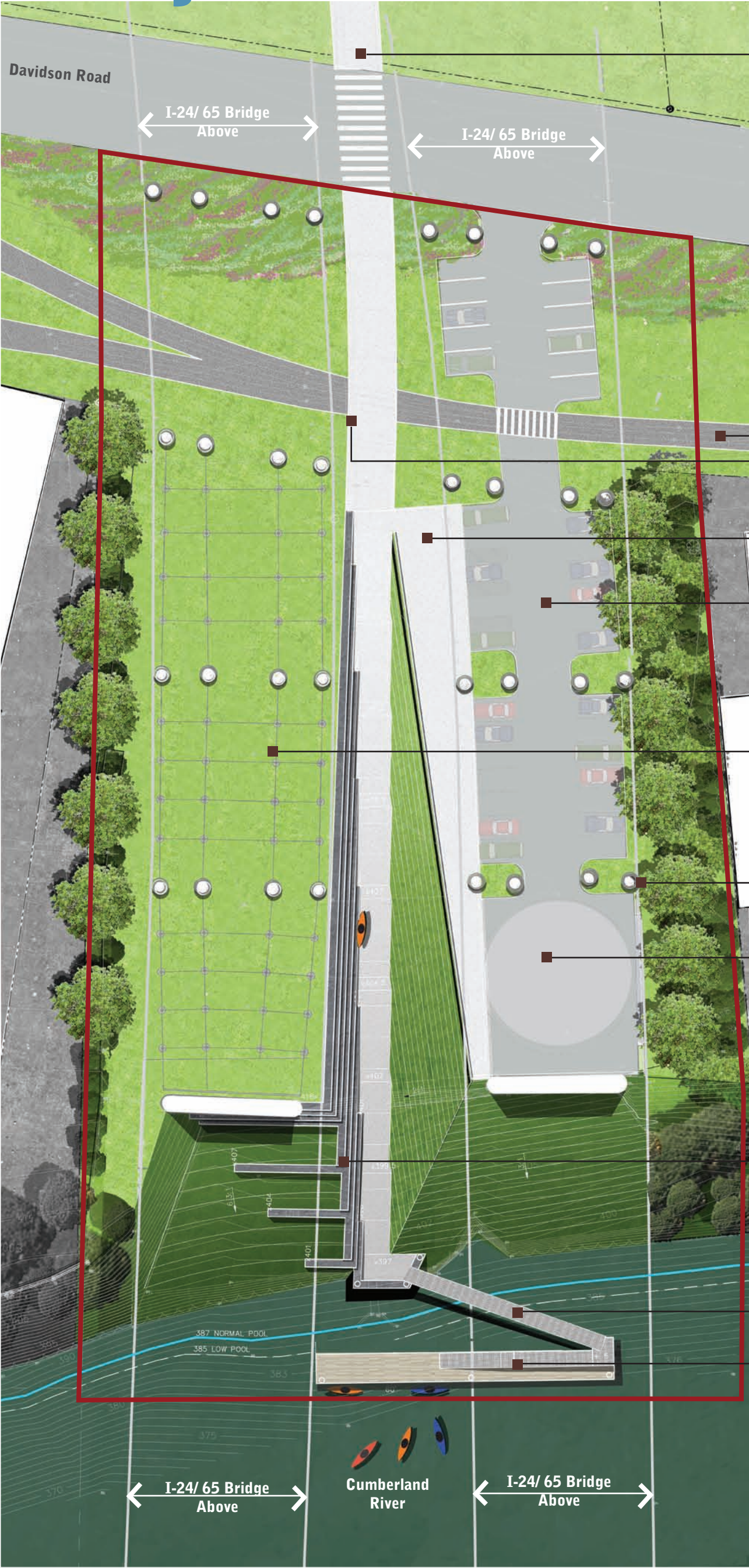
Projects i-k



Project l-m



Project n



n CAYCE LANDING

Future Pedestrian Connection

Future Greenway
Wayfinding/ Signage

Plaza

Parking Lot

Multi-use Play Lawn

Existing Bridge Columns

Turn Around

Gabion Retaining
Walls

ADA Gangway

Floating Dock Kayak Launch

Cumberland
River

I-24/ 65 Bridge
Above

I-24/ 65 Bridge
Above



NASHVILLE
RIVERFRONT

metro parks

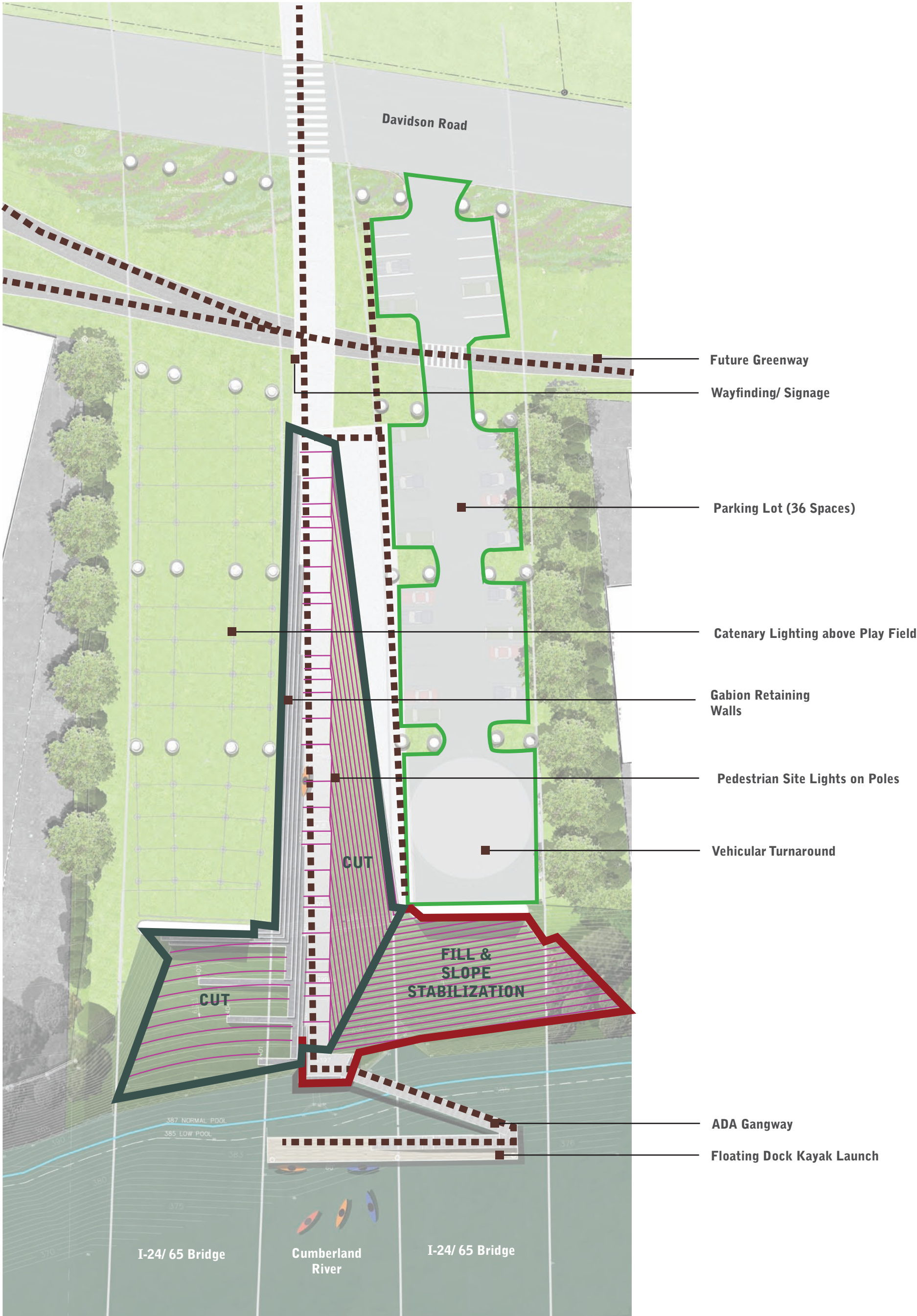


Metropolitan Development and
Housing Agency

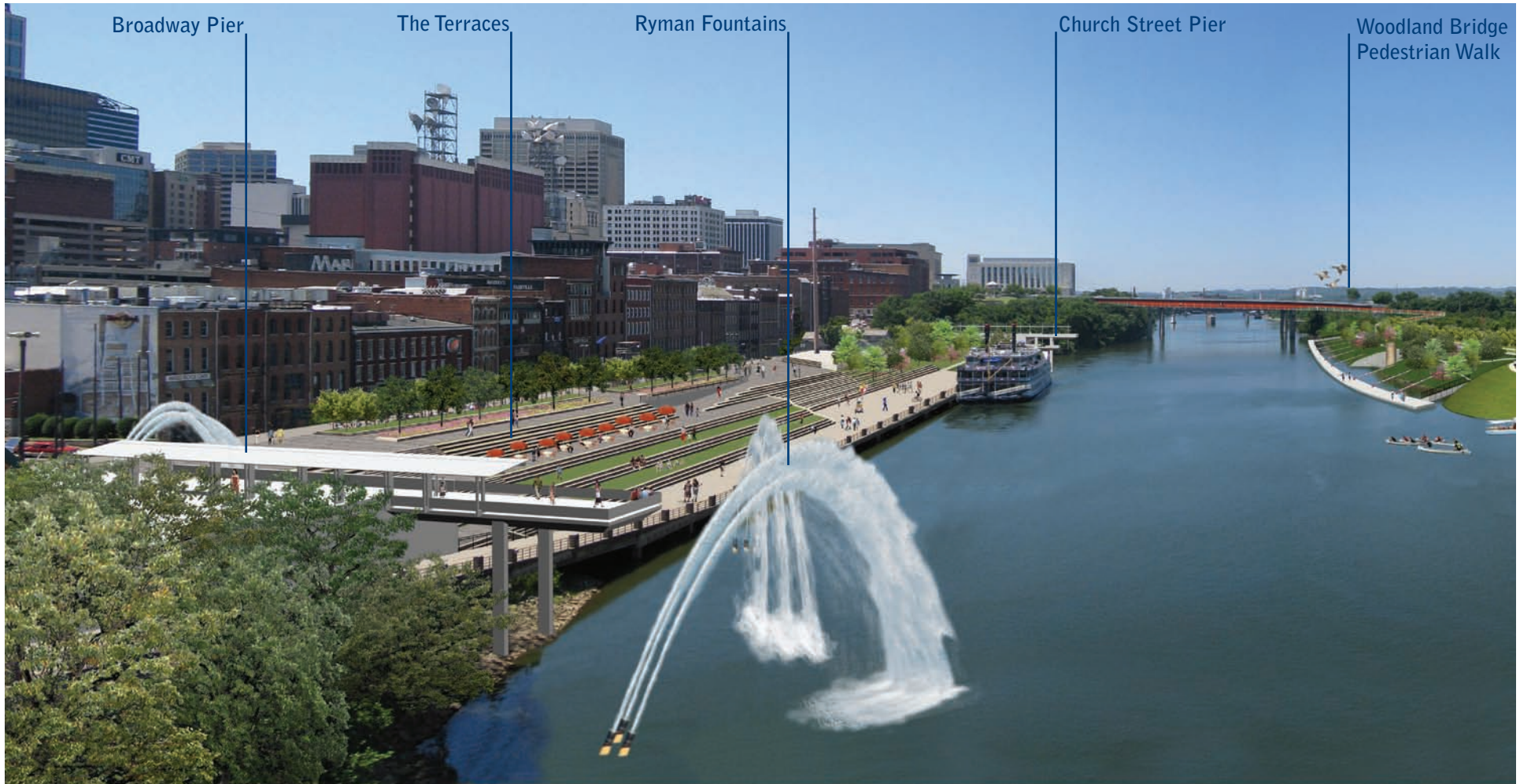
Hargreaves Associates Inc., Hawkins Partners Inc, Hodgson and Douglas,
EOA Architects, Barge Cauthen & Associates, EMC Structural Engineers
Power Management Corporation, Moffatt Nichol, Lam Partners Inc,
Civil and Environmental, Consultants Inc, RPM Transportation Consultants,
TTL, Thornton & Associates, New South Associates, Blue Tractor Design
Company, Kennedy Coulter Rushing & Watson

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Cayce Parking and Access



Proposed Riverfront Park



View towards North along West Bank



View to South from First Avenue Terraces



View towards East Bank from new Woodland Street Pedestrian Bridge



metro  parks
Metropolitan Development and Housing Agency
Hargreaves Associates Inc., Hawkins Partners Inc, Hodgson and Douglas, EOA Architects, Barge Cauthen & Associates, EMC Structural Engineers Power Management Corporation, Moffatt Nichol, Lam Partners Inc, Civil and Environmental, Consultants Inc, RPM Transportation Consultants, TTL, Thornton & Associates, New South Associates, Blue Tractor Design Company, Kennedy Coulter Rushing & Watson

Proposed Riverfront Park



View towards North along East Bank

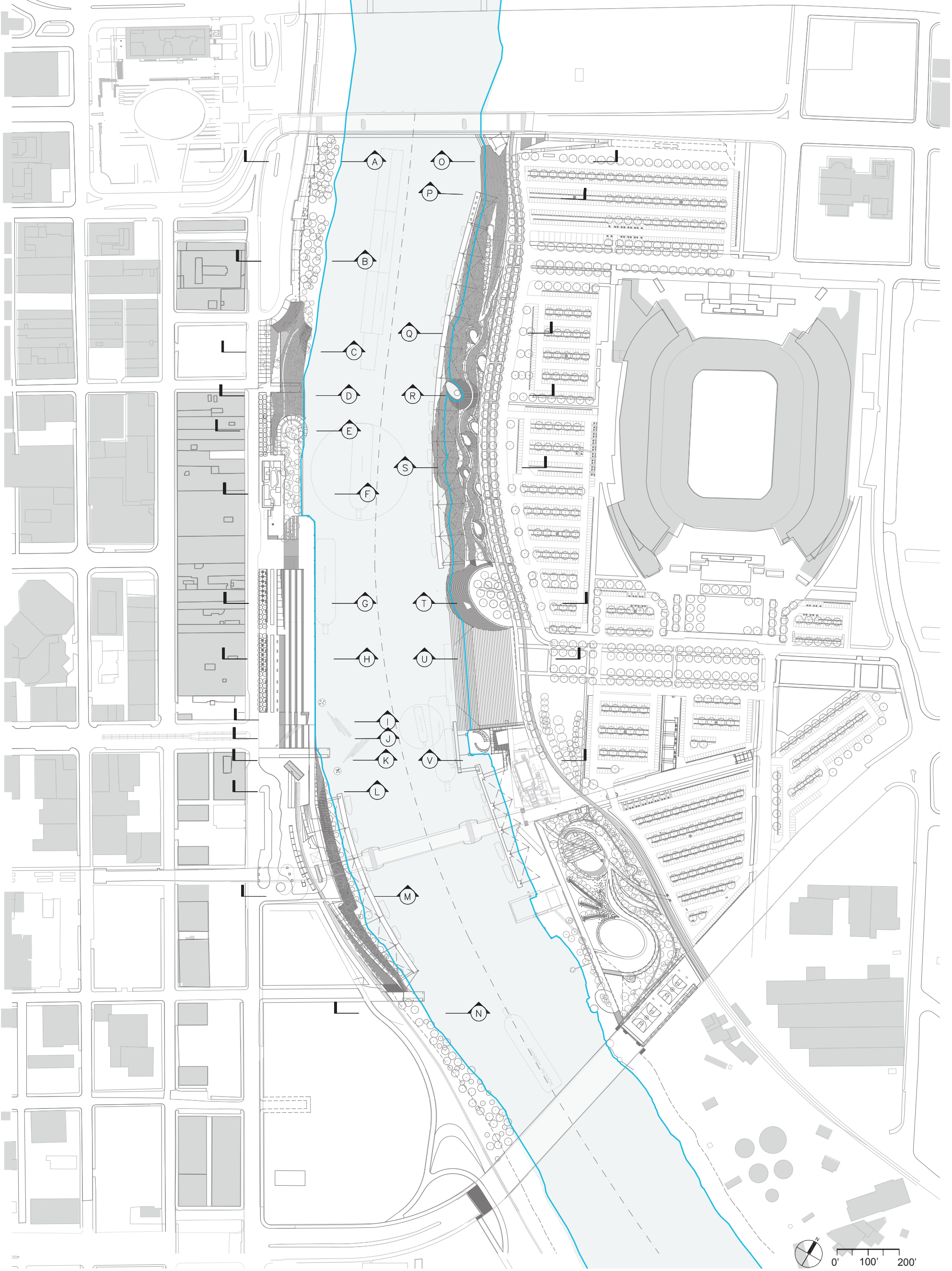


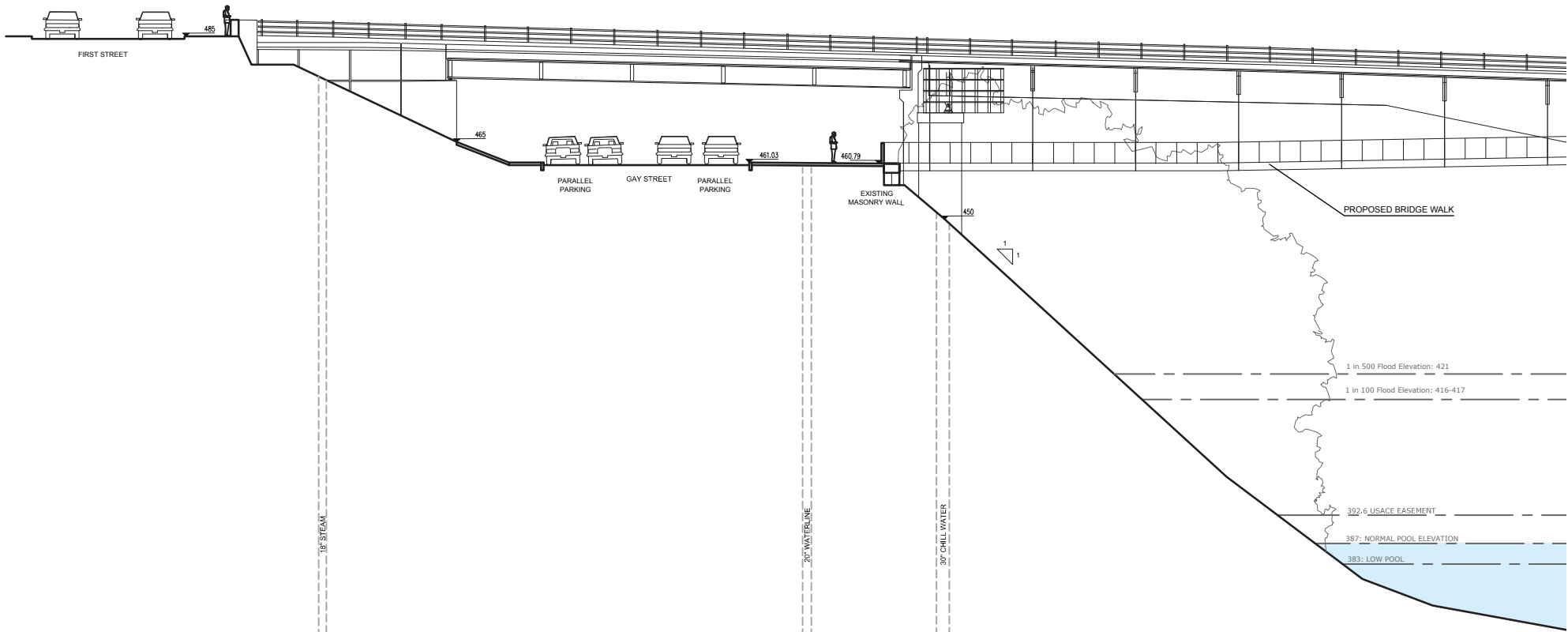
View to South looking at the East Bank Rambles



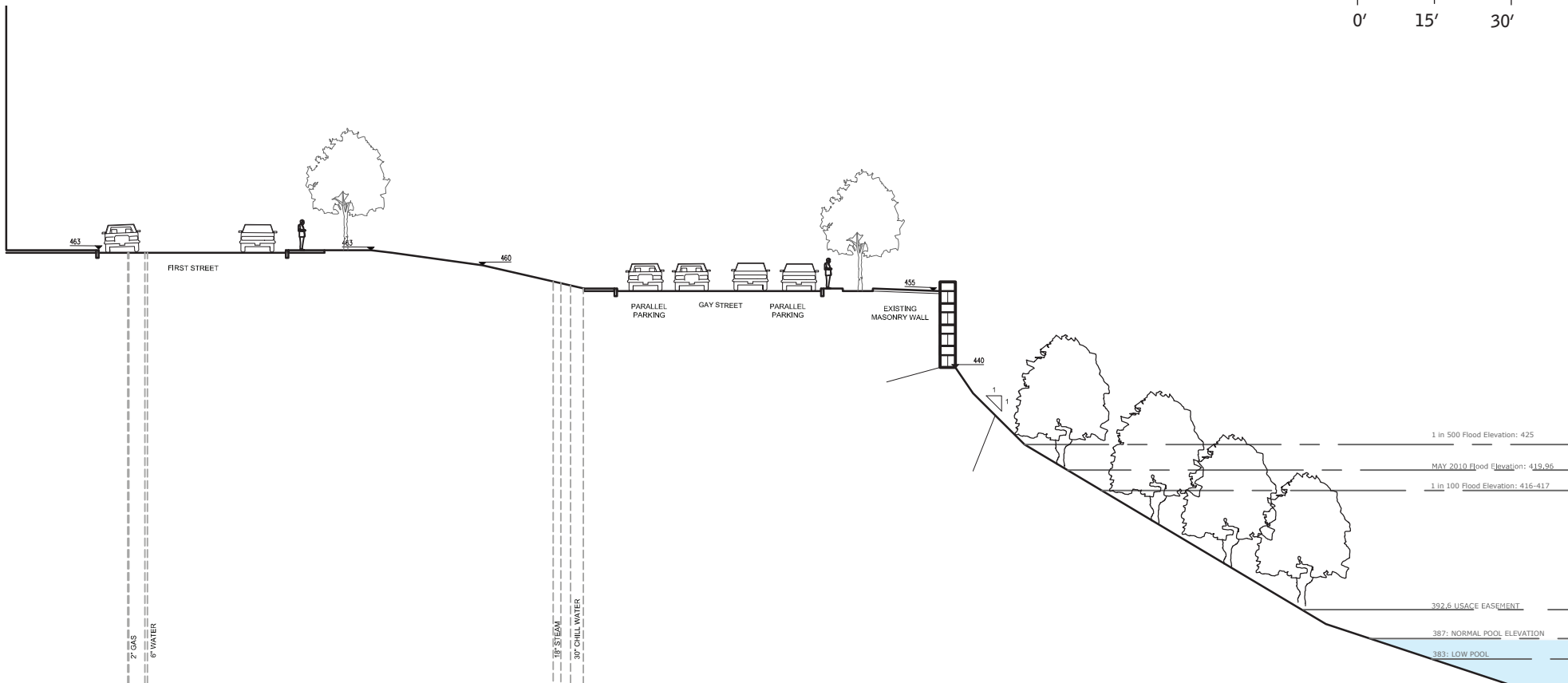
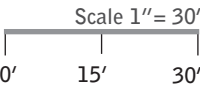
View of Cayce Landing from Cumberland River

Section Reference Plan

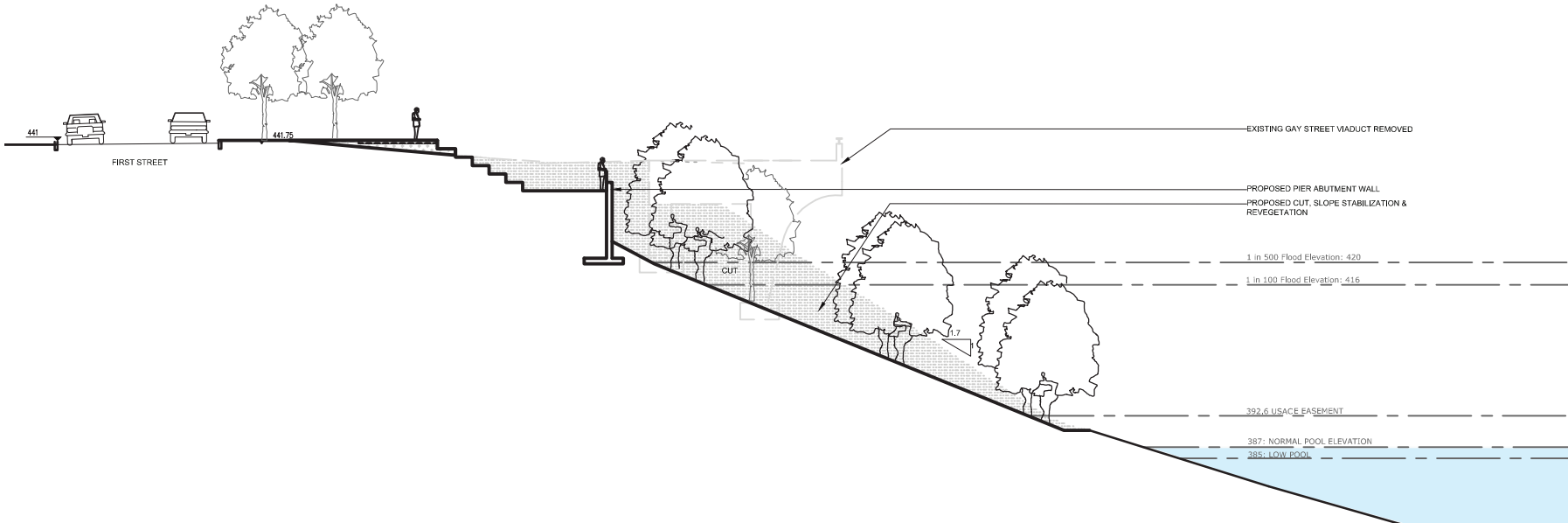
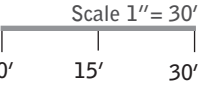




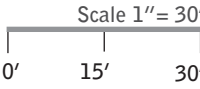
SECTION A: WEST BANK WOODLAND BRIDGE



SECTION B: GAY STREET HERITAGE WALK

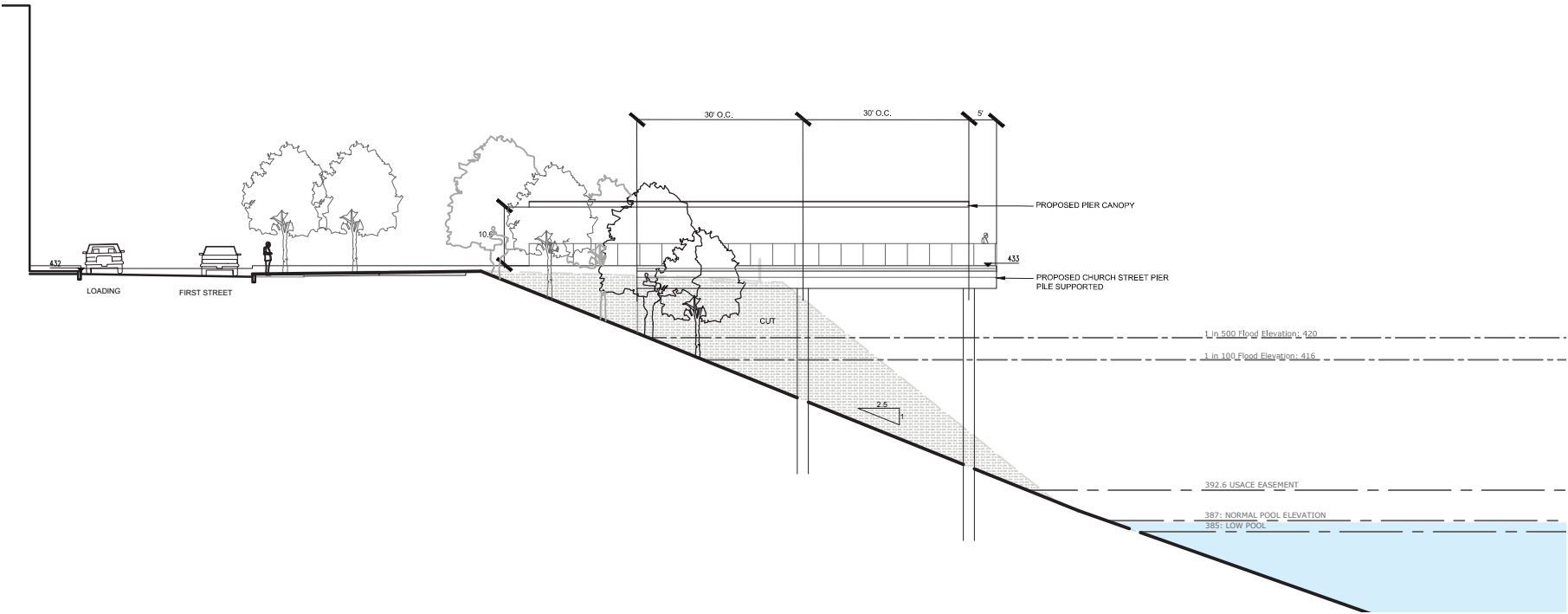


SECTION C: FIRST AVE SEAT WALLS

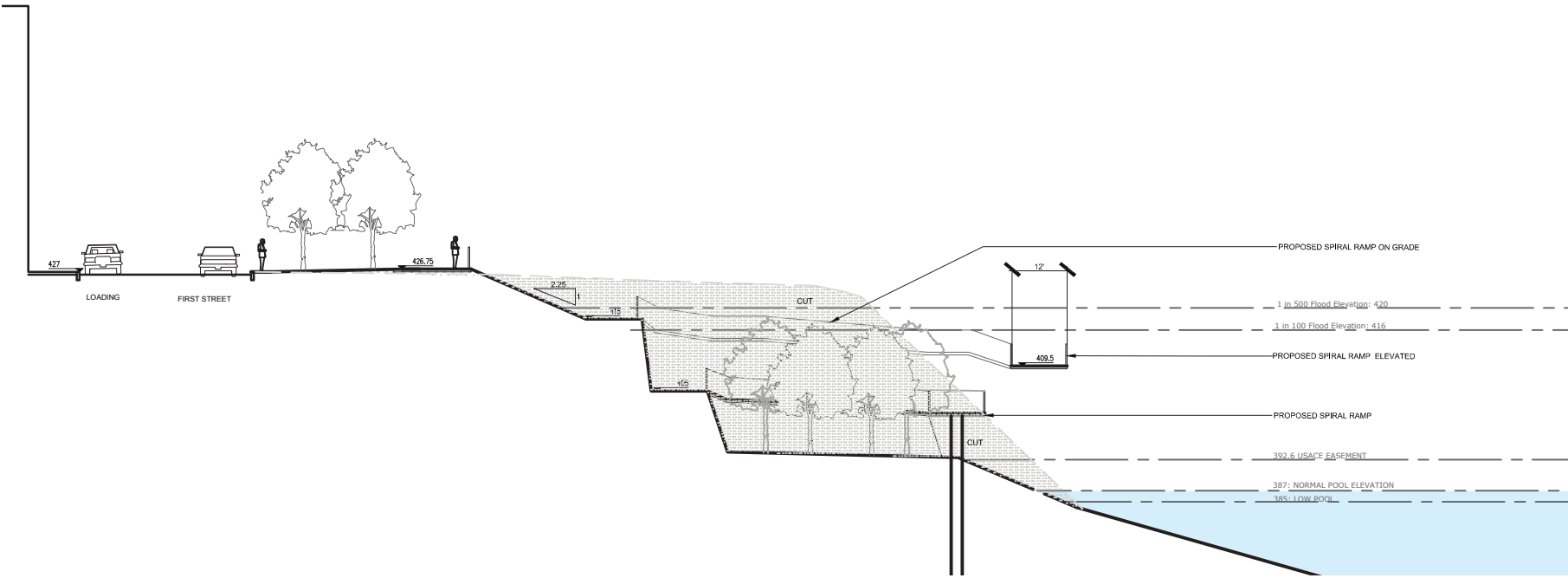


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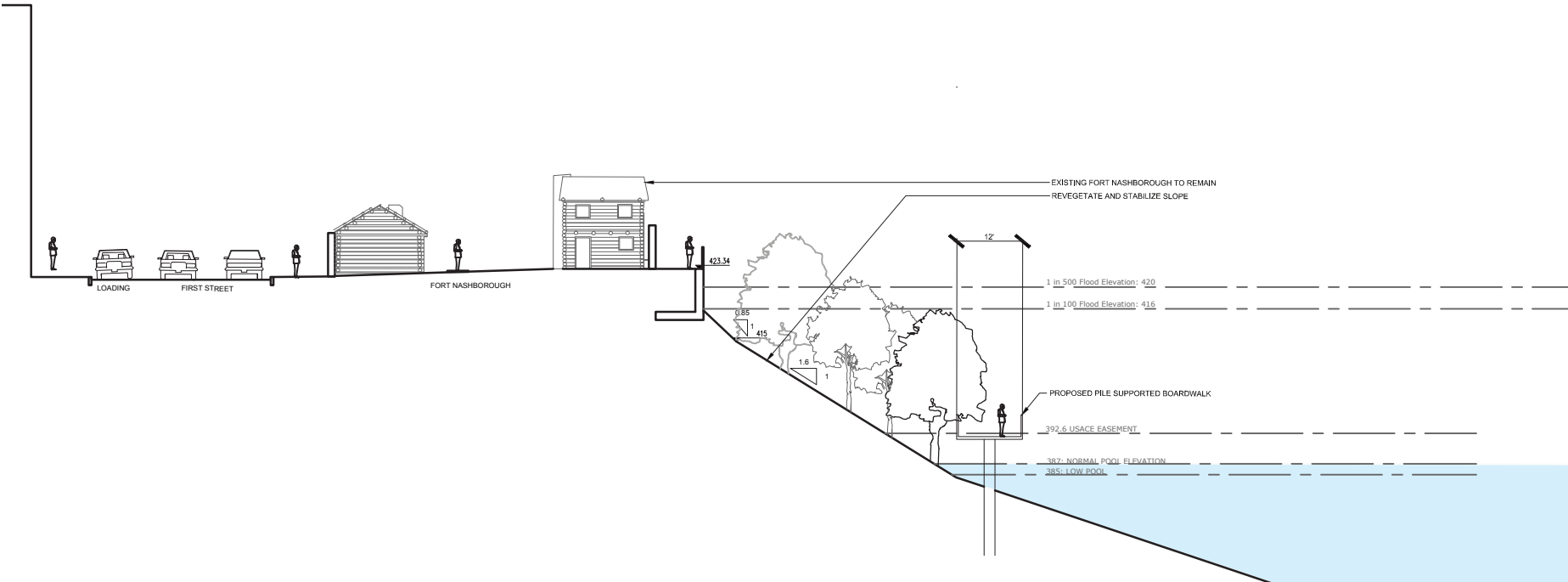
Hargreaves Associates Inc., Hawkins Partners Inc, Hodgson and Douglas, EOA Architects, Barge Cauthen & Associates, EMC Structural Engineers Power Management Corporation, Moffatt Nichol, Lam Partners Inc, Civil and Environmental, Consultants Inc, RPM Transportation Consultants, TTL, Thornton & Associates, New South Associates, Blue Tractor Design Company, Kennedy Coulter Rushing & Watson



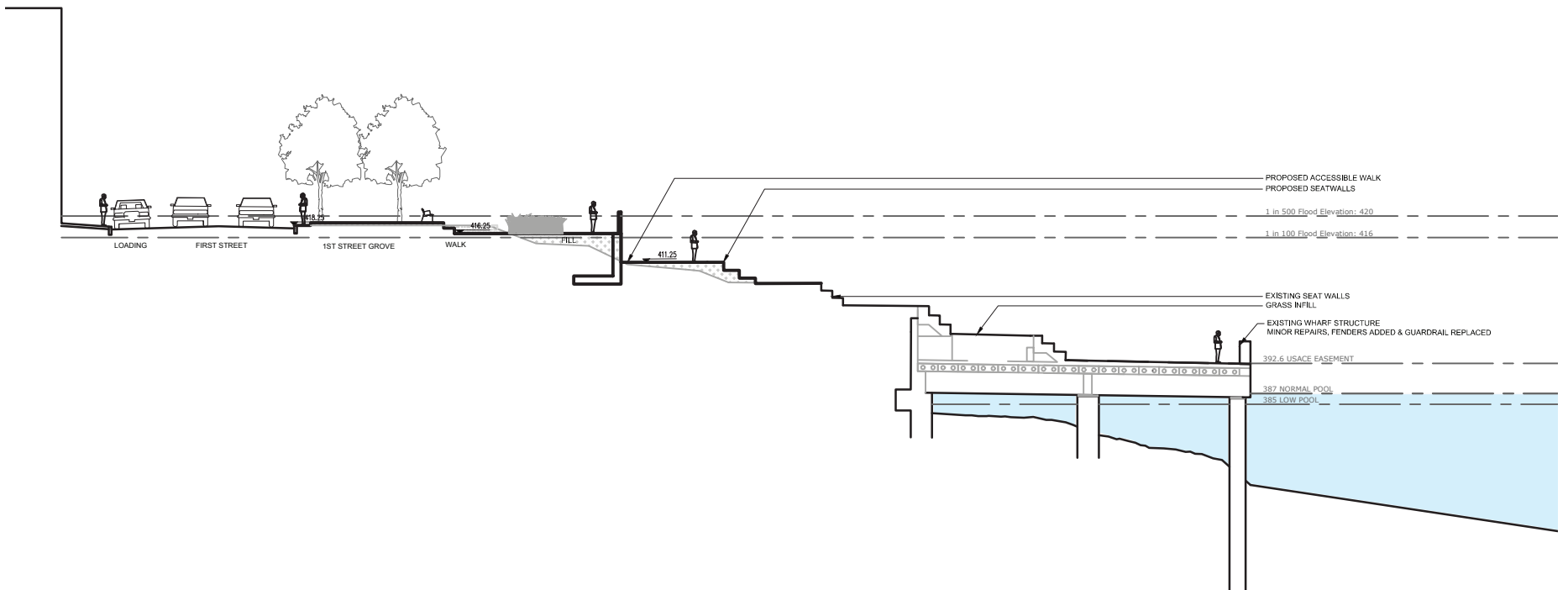
SECTION D: CHURCH STREET PIER



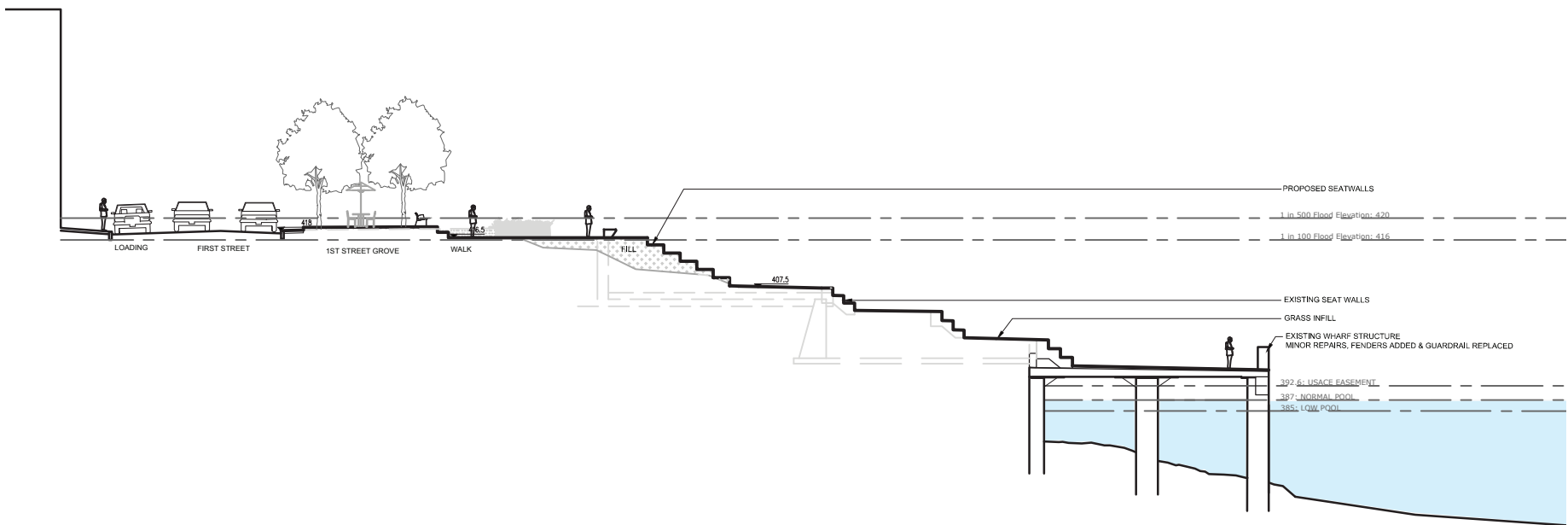
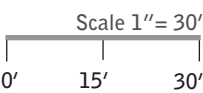
SECTION E: SPIRAL BOARDWALK



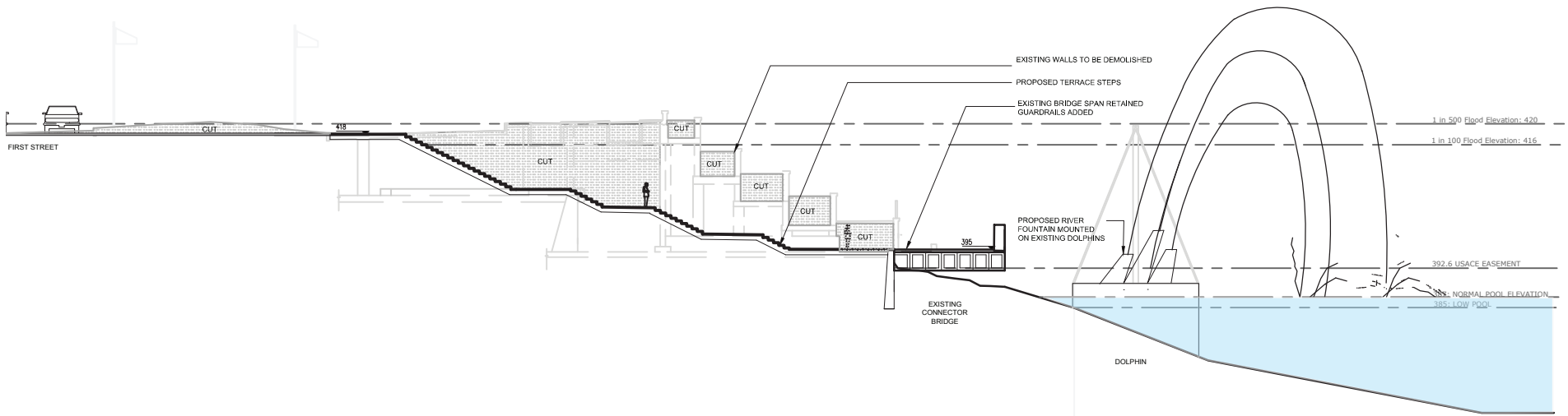
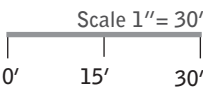
SECTION F: EXISTING FORT NASHBOROUGH REPLICA & NEW BOARDWALK CONNECTION



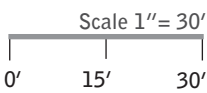
SECTION G: FIRST AVE TERRACES & WHARF

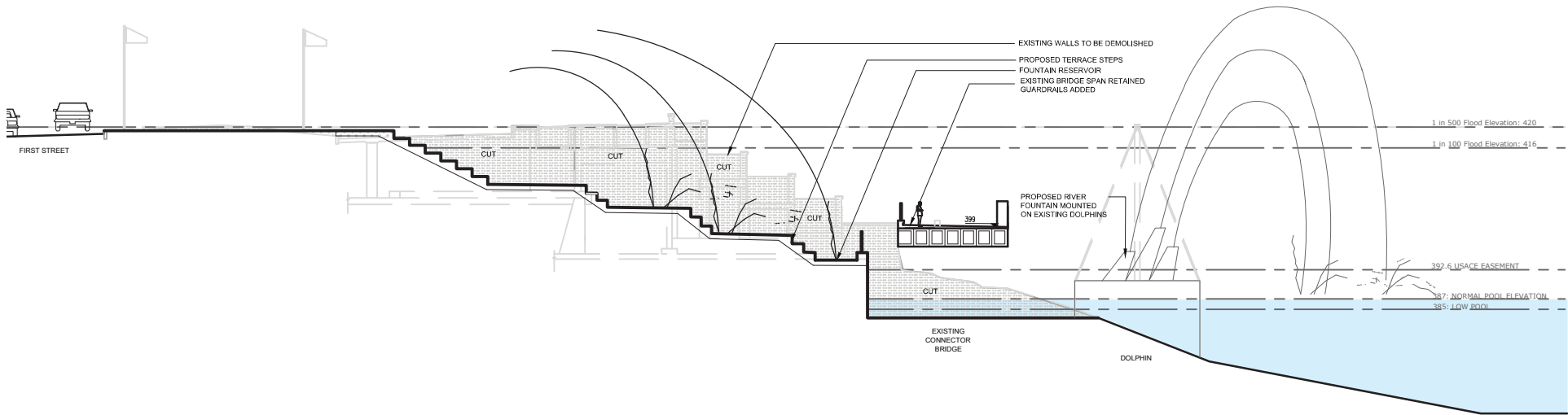


SECTION H: FIRST AVE TERRACES & WHARF

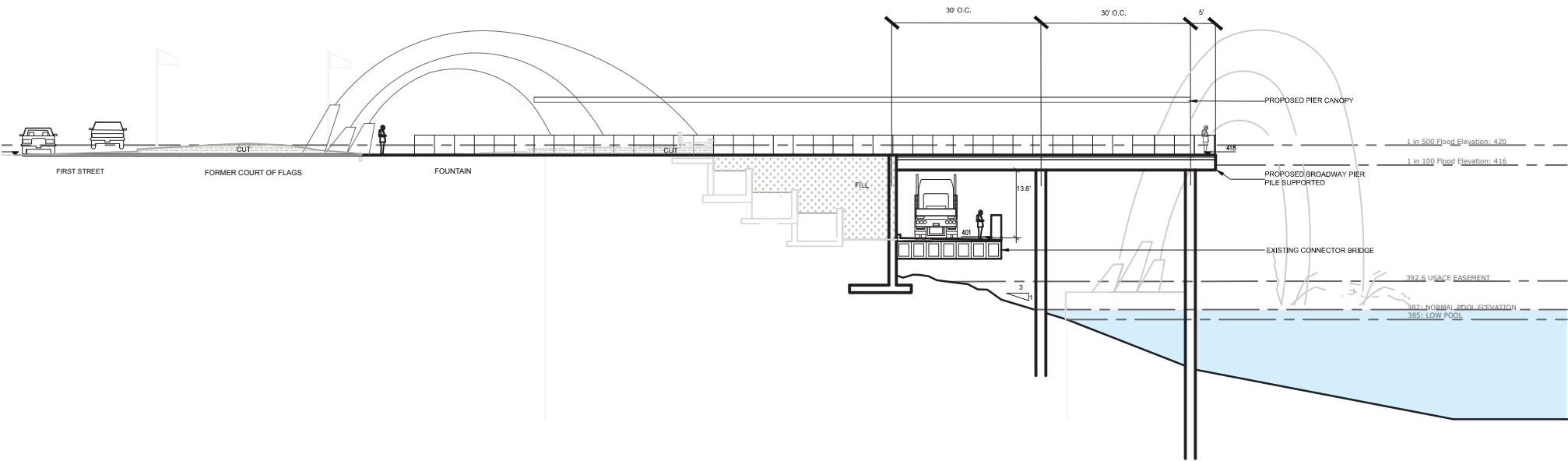
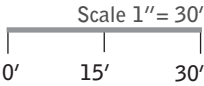


SECTION I: RYMAN FOUNTAIN AND STEPS

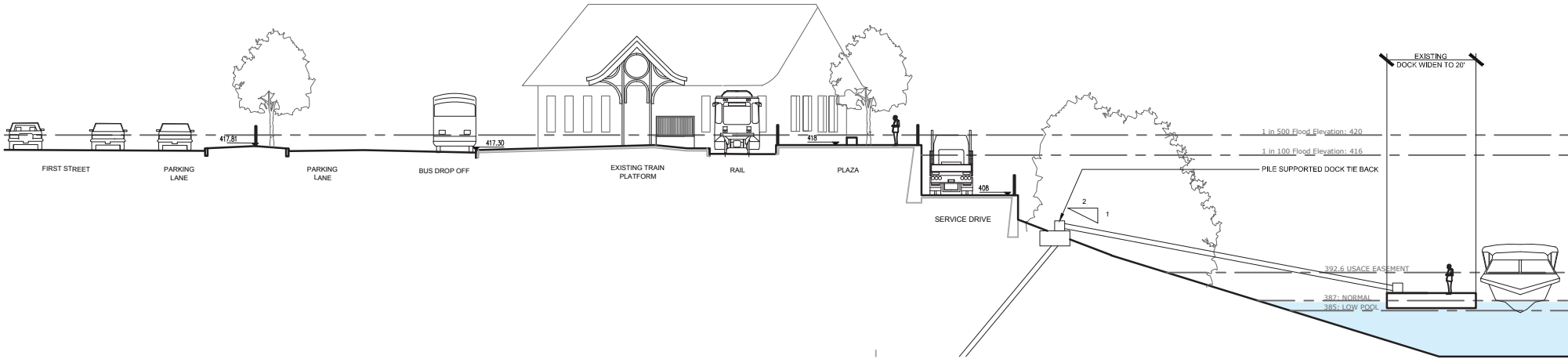
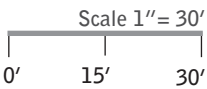




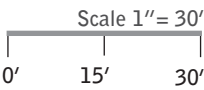
SECTION J: RYMAN FOUNTAIN AND STEPS



SECTION K: BROADWAY PIER

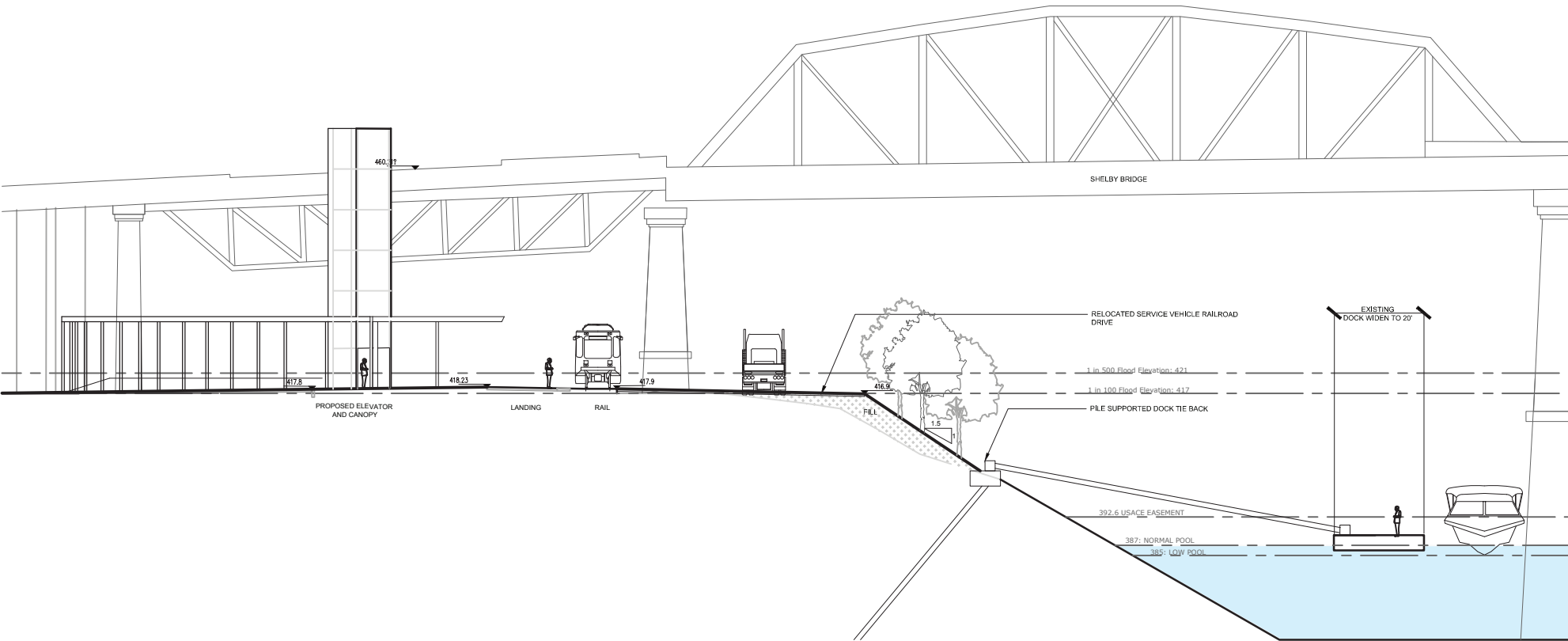


SECTION L: STATION PLAZA & DOCK

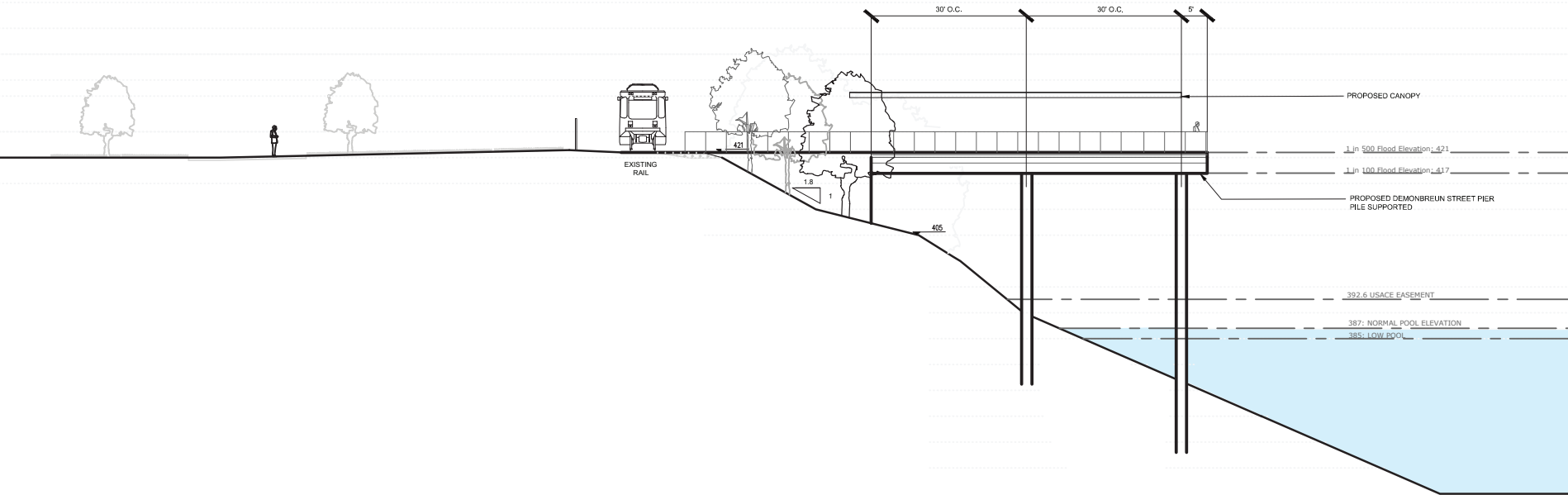
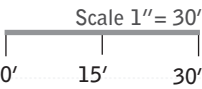


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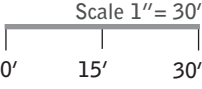
Hargreaves Associates Inc., Hawkins Partners Inc, Hodgson and Douglas, EOA Architects, Barge Cauthen & Associates, EMC Structural Engineers Power Management Corporation, Moffatt Nichol, Lam Partners Inc, Civil and Environmental, Consultants Inc, RPM Transportation Consultants, TTL, Thornton & Associates, New South Associates, Blue Tractor Design Company, Kennedy Coulter Rushing & Watson

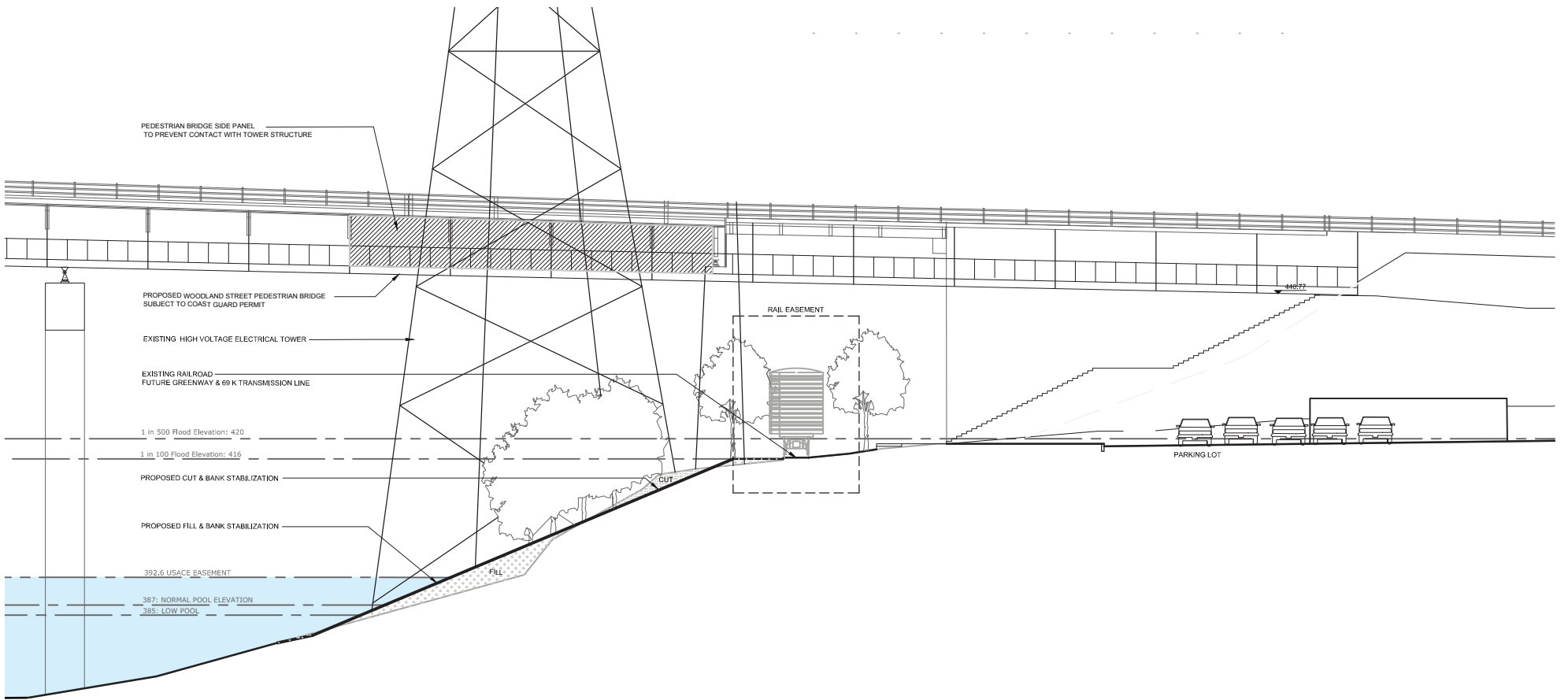


SECTION M: ELEVATOR & CANOPY

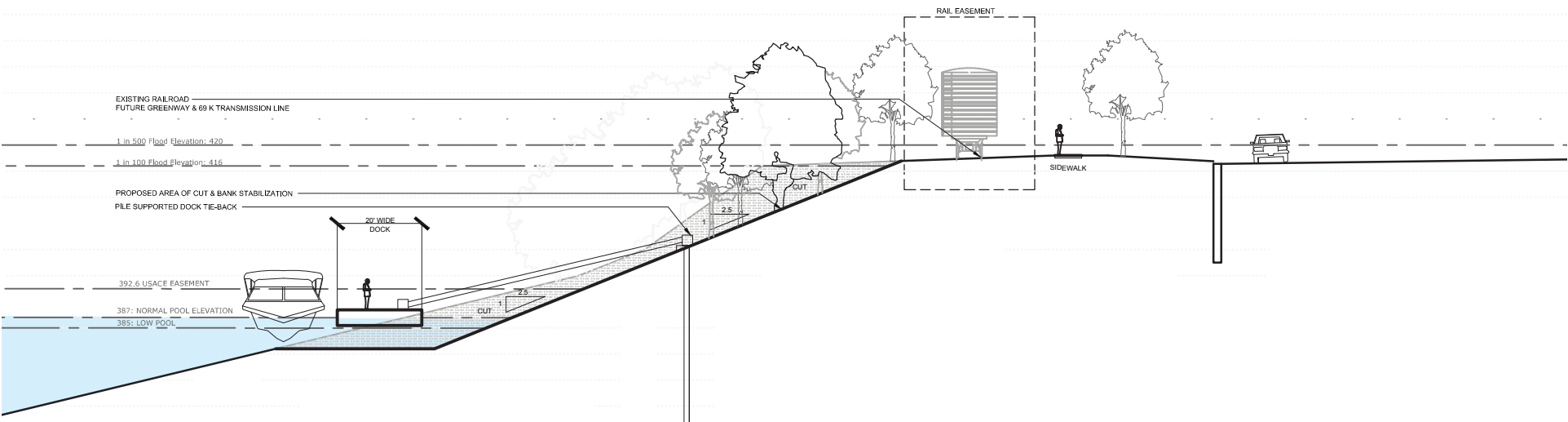
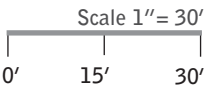


SECTION N: DEMONBREUN STREET PIER

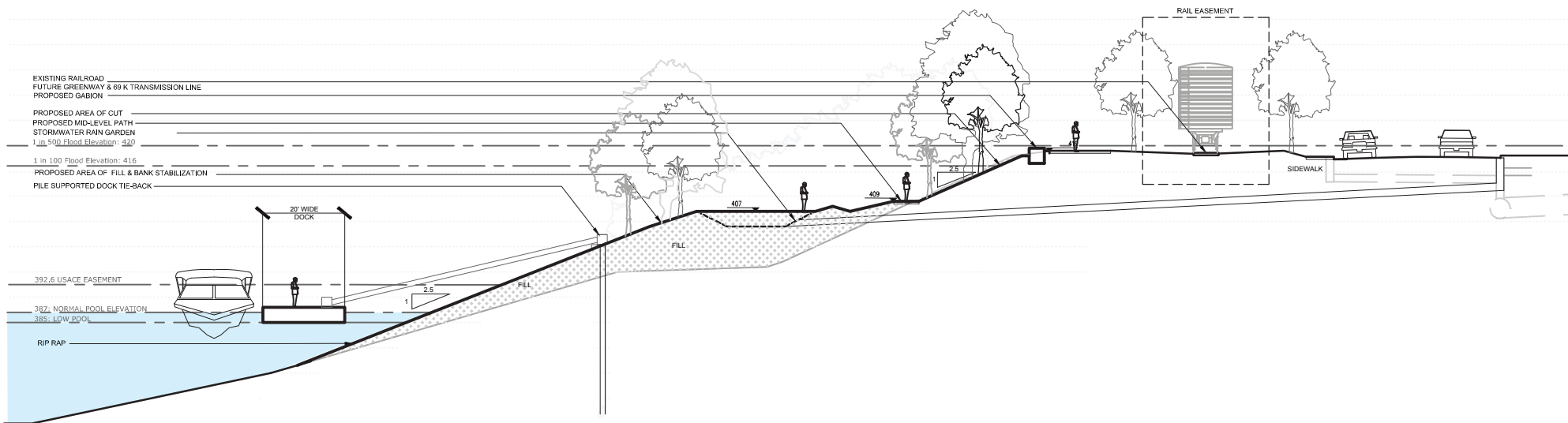
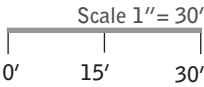




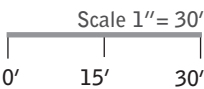
SECTION O: EAST BANK WOODLAND BRIDGE CONNECTION



SECTION P: EAST BANK FLOATING DOCK CONNECTION

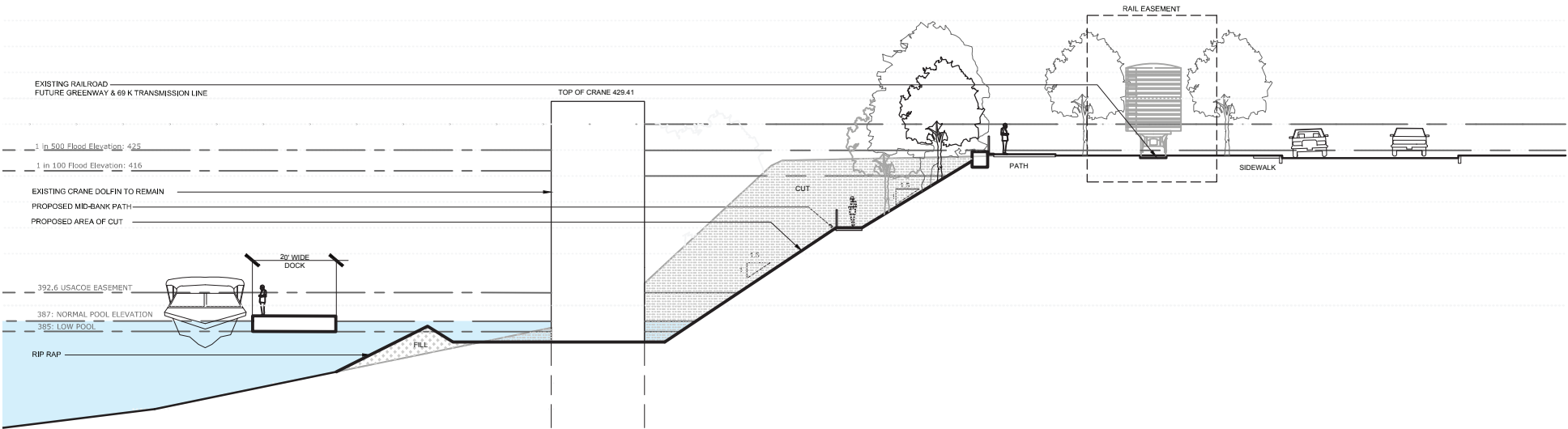


SECTION Q: EAST BANK RAMBLES RAIN GARDEN

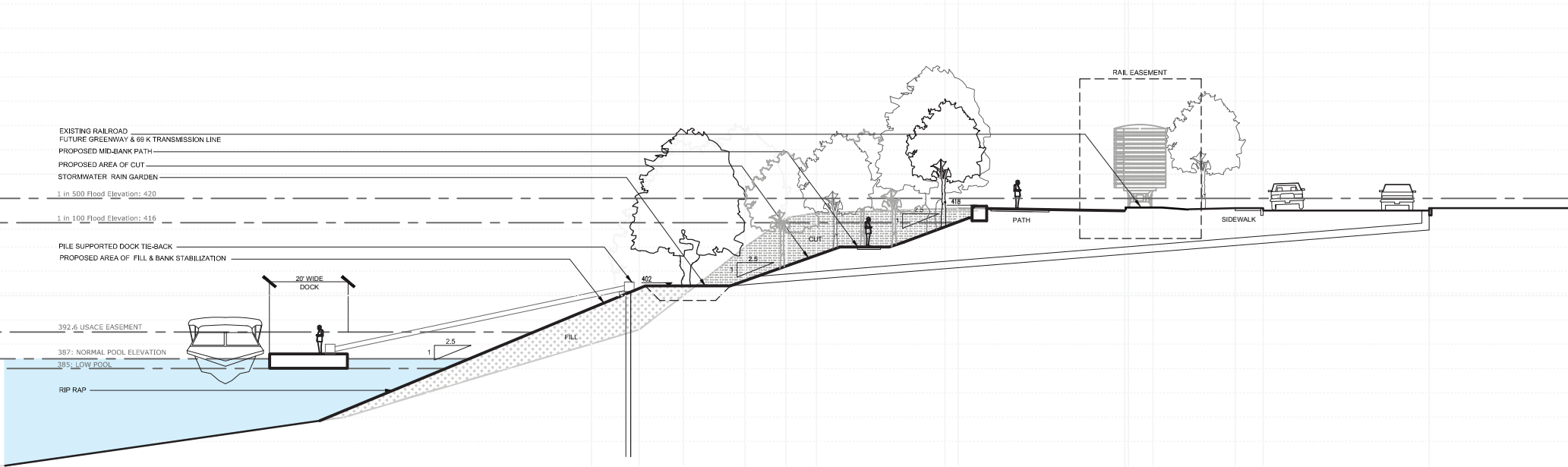
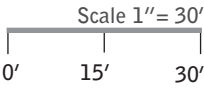


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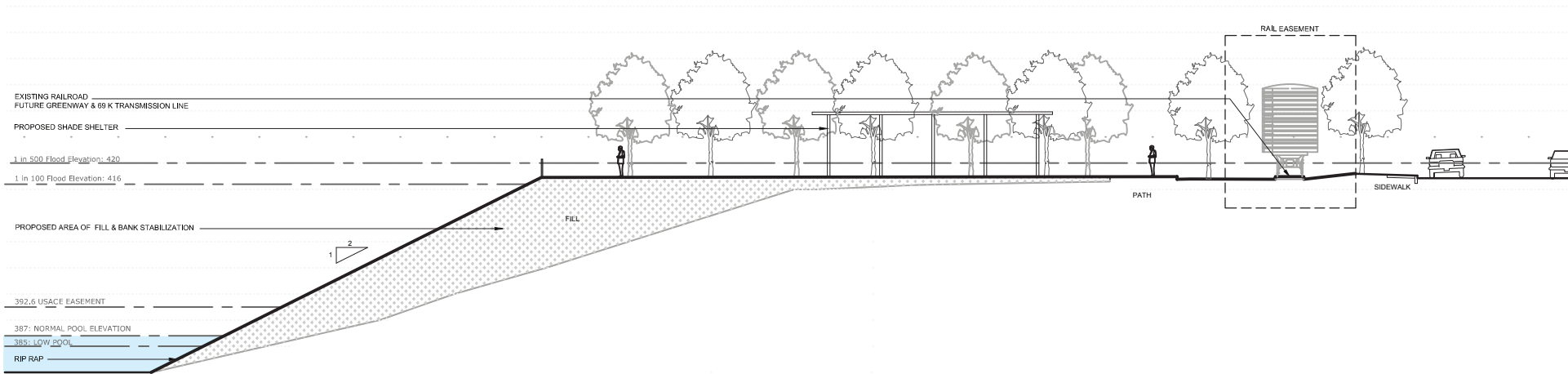
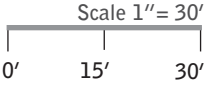
Hargreaves Associates Inc., Hawkins Partners Inc, Hodgson and Douglas, EOA Architects, Barge Cauthen & Associates, EMC Structural Engineers Power Management Corporation, Moffatt Nichol, Lam Partners Inc, Civil and Environmental, Consultants Inc, RPM Transportation Consultants, TTL, Thornton & Associates, New South Associates, Blue Tractor Design Company, Kennedy Coulter Rushing & Watson



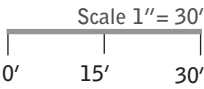
SECTION R: EAST BANK COVE



SECTION S: EAST BANK RAMBLES RAIN GARDEN

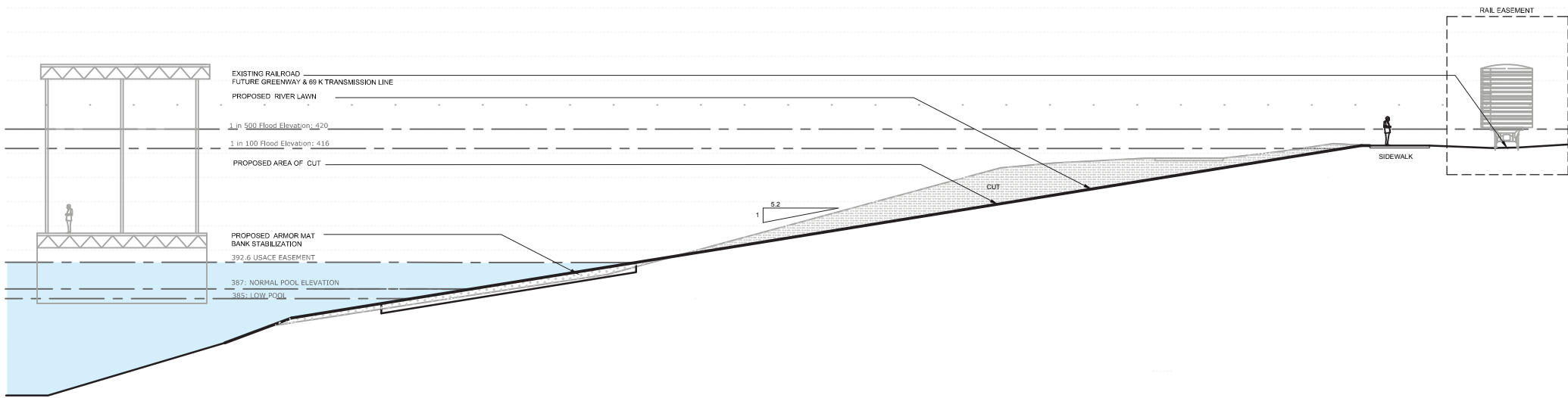


SECTION T: OVERLOOK

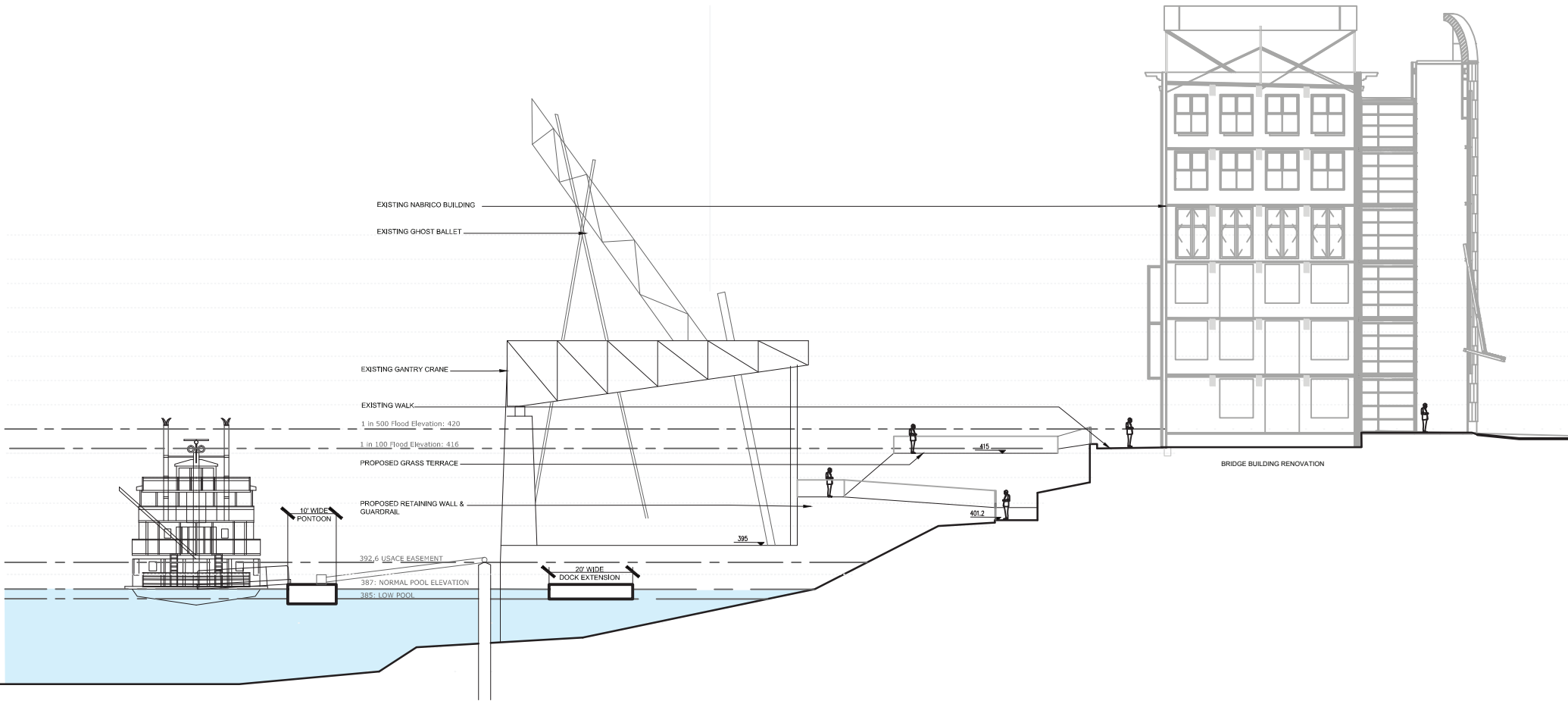
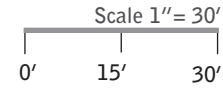


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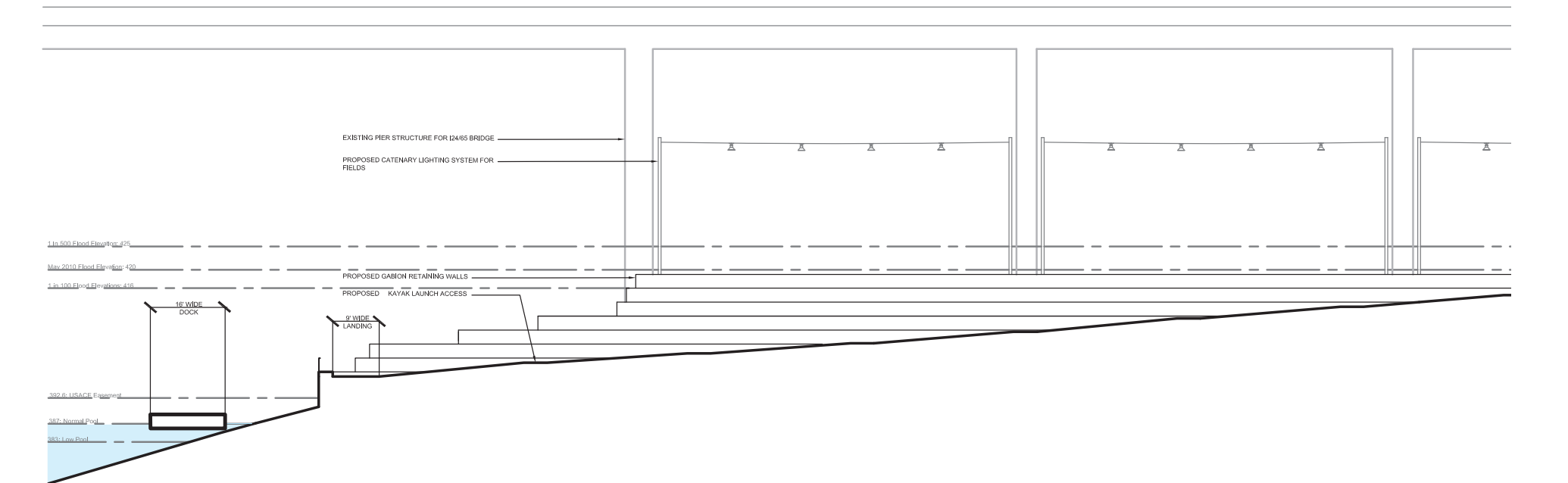
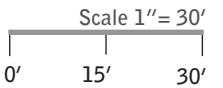
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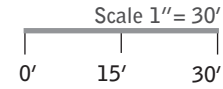
SECTION U: THE LAWN



SECTION V: BRIDGE BUILDING & PLAZA DOCK CONNECTION



SECTION CAYCE LANDING



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